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AUTOSPORT

THE WORLD'S BEST MOTORSPORT WEEKLY

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KUBICA

'I'D GIVE *ANYTHING* TO RACE F1 AGAIN'

>>HIS MOST REVEALING INTERVIEW YET

>>WE ASK F1's STARS TO RATE FORMER RIVAL

"He had the potential to become ***champion***"
>ALONSO

"Along with Lewis, one of my ***greatest*** opponents"
>ROSBERG

"One of the ***fastest*** drivers I ever raced"
>HAMILTON

"He was a ***great driver*** & still is"
>VETTEL

>**PLUS** WHAT RALLYING MUST LEARN FROM TRAGEDY IN SCOTLAND

PORSCHE AND MICHELIN PERFECT THE WINNING COMPONENT: TEAMWORK.

Porsche drives for victory on MICHELIN tyres.

When Porsche scooped first and second place at Le Mans 2013, it was a sensational return for the marque to LMGTE Pro racing. Despite a sudden storm, the team had stuck with their Michelin slicks to get the Porsche 911 RSRs across the finish line without any more

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tyre changes. Their faith paid off. In fact their MICHELIN tyres were able to tough it out for an incredible 3 driver stints of gruelling Porsche LMGTE Pro performance. At Le Mans, endurance wins races.

ANOTHER PORSCHE COMEBACK

The racing world is now holding its breath as Porsche prepares its 2014 comeback, after 16 years absence, to the World Endurance Championship premier category. Once again, Michelin is the tyre partner of choice, having worked side by side with the Porsche team developing tyres for the new LMP1 919 Hybrid. The toughest challenge on the table? Coming up with tyres which, despite being narrower, can handle 4 driver stints at Le Mans before a change. It will be big news for endurance racing and the environment. Is it possible? See you at Le Mans 2014 for the answer!

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POLE POSITION

A dark weekend for rallying in Scotland

IT'S HARD TO FIND THE RIGHT WORDS TO REFLECT THE tragedy of what happened on the Jim Clark Rally on Saturday afternoon. We offer our condolences to all involved, and trust in the authorities to thoroughly investigate the circumstances.

While the specifics of this accident need to be established, I can only relate to my recent experience of rally spectating on the European Championship's Azores event. Given the Portuguese fans' reputation after previous tragedies, I found the majority behaved responsibly and were well marshalled at major junctions – either by volunteers or the police. But away from those zones, there were a few people stood (or lying down in one case) in dangerous places.

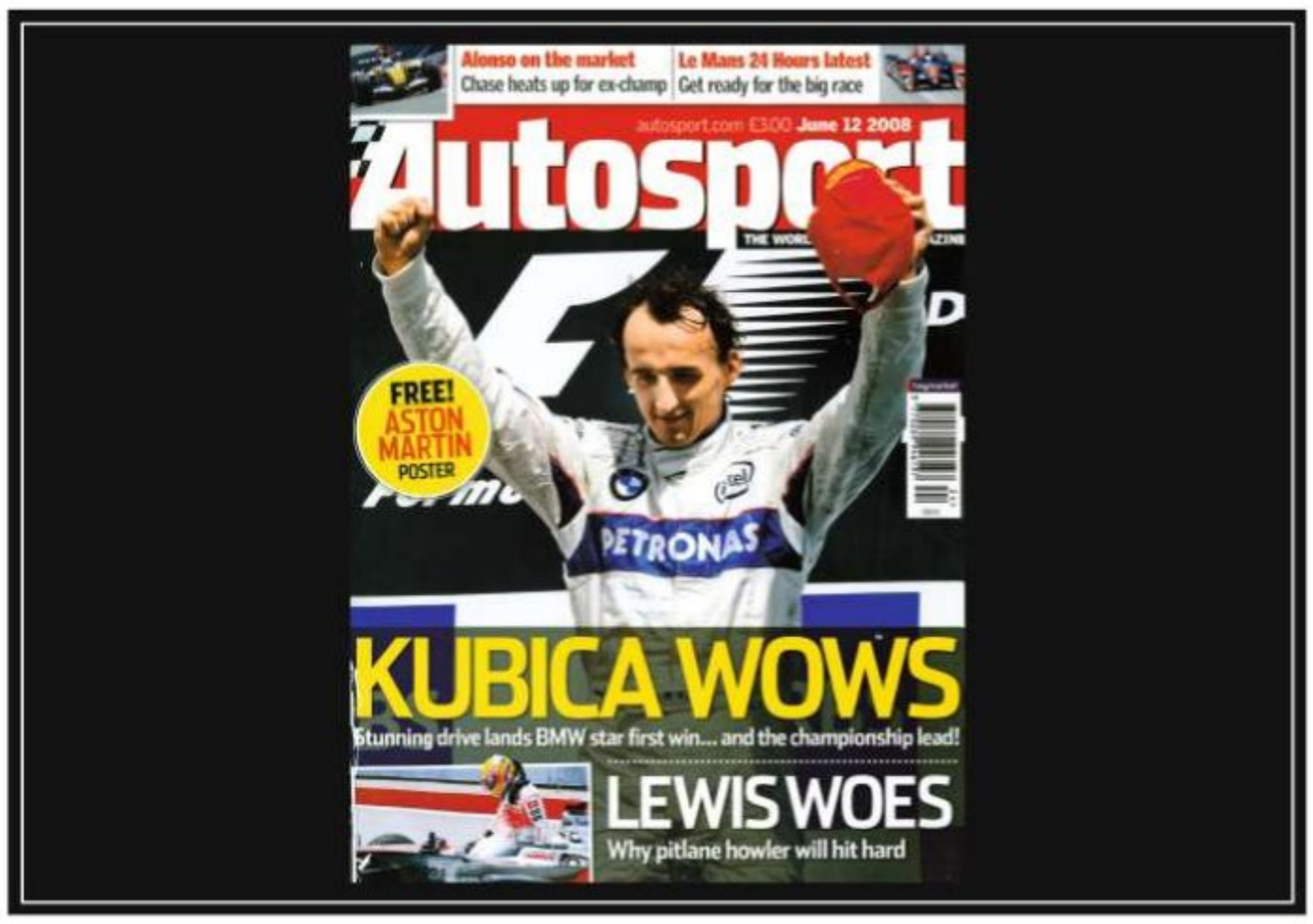
I wondered what more could be done to better educate them, and thought back to those Jim Bamber cartoons from RAC Rally days of yore, pointing out where not to stand. It's easy to say 'motorsport is dangerous' but there are ways and means to get that message across.

It was another sad rally crash that ended Robert Kubica's F1 career. Edd Straw visited our cover star at home in Italy to reflect on what might have been, and he got some fascinating answers – as well as canvassing opinion from his former peers in the paddock.



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Cover image: Staley/LAT

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AUTOSPORT Le Mans supplement available only in UK and subscription copies, plus iPad and digital editions.

This week in F1



SCHABER/XPB

PROST: F1 LETTING FANS DOWN

Alain Prost believes Formula 1 is letting down fans by failing to properly explain its new direction, and argues the sport's restrictive rules have lessened its appeal.

"I could not say it is a full success because there is a lot of criticism, especially about noise," said the four-time world champion.

"I still think the noise is an excuse, because a lot of other things are not going well. If you look at the last two years, we had a drop of spectators, so that means the fans maybe don't like what F1 is compared to the past.

"The big challenge is that the public [need to] understand why we have done this change."

Four-time world champion Prost, who is now an ambassador for Renault and a commentator for French TV, also claims that restrictive regulations and strategic convergence between teams in races has made F1 too predictable.

"We have a lot of restrictions, a lot of regulation, and maybe we went too far," he added.



GP2 champ Leimer in F1 test-drive debut at Paul Ricard

Fabio Leimer tested the two-year-old Lotus E20 Pirelli test car last week, as part of his prize for winning last year's GP2 title. The 25-year-old Swiss, who now races sportscars, completed 78 laps of the Paul Ricard circuit

MASSA EXPECTED RAIKKONEN STRUGGLES



Felipe Massa is not surprised that Kimi Raikkonen is struggling to match the performances of Fernando Alonso since returning to Ferrari. "I think to be better than Fernando you need to be perfect with the car and I think Kimi is not maybe 100 per cent ready and perfect with the car," Massa said. "And Fernando also has the team for him, so it's not easy."

P26 ANALYSIS: FERRARI'S PLANS FOR RETURN TO GLORY

"I've never felt it was tougher or different, because I think the important thing is to prove you can be as fast, and if you are winning races or are up front people just consider you a race car driver."



STALEY/LAT

Sauber F1 affiliate Simona de Silvestro, who aims to be on the grid in 2015, says she has encountered no gender discrimination during her career

REMEMBER WHEN



LAT

A female driver has not raced in F1 since Lella Lombardi took 12th in the 1976 Austrian GP, though others have attempted to qualify.

For all the breaking news, visit AUTOSPORT.com

LAT



No return for French GP

Bernie Ecclestone has ruled out an imminent return of the French Grand Prix, despite reports suggesting the management at Magny-Cours is putting together a deal to get the event back on the calendar for the first time since 2008. "They are knocking on the door, but I don't think we can do that," said Ecclestone, who confirmed the inaugural Azerbaijan GP would go ahead in 2015.



Austrian boost for Red Bull

Red Bull hopes a major engine upgrade planned for the Austrian Grand Prix will help it fight for a fifth world title. The team's motorsport advisor Helmut Marko revealed that a major improvement from Renault is scheduled for the June 22 event.

"We have a task force of Toro Rosso, Renault, and us, working together closely and trying to find solutions," said Marko. "We will not stop developing the RB10 further so we can concentrate on 2015. We will stay focused on 2014."



S.BLOXHAM/LAT

F1 CONSIDERS TESTING BAN

Formula 1 teams are considering banning in-season testing next year, as part of a drive to cut costs. Discussions with the FIA are ongoing about ways to reduce spending – with a focus on more standard parts, an expansion of parc ferme rules, and a reduction in the number of working personnel allowed at a grand prix.

"There are a large number of proposals on the table, they just need to be talked about until the ones which are a joke fall off the table and the ones which aren't stay on the table."



James Allison
Ferrari technical director

BIG NUMBER

8 The number of days of in-season testing permitted across four venues (Bahrain, Barcelona, Silverstone and Abu Dhabi) this season

Hamilton and Rosberg clear the air



DUNBAR/LAT

Lewis Hamilton says he has spoken to title rival Nico Rosberg following their falling out at the recent Monaco Grand Prix, and that they are still friends. Posting a picture on Twitter last Friday of the two on unicycles from their younger days, Hamilton said: "We've been friends a long time, and as friends we have our ups and downs. Today we spoke and we're cool, still friends #noproblem".



Caterham: we are not for sale

Caterham boss Tony Fernandes insists the team's parent company is not for sale.

Rumours surfaced in Malaysia that the Caterham Group had been put up for sale, amid the squad's ongoing poor performances and following a pre-season threat from Fernandes that he would pull the plug if it did not improve.

"Caterham Group is not for sale. We love what we build and we are always looking for further investment," said Fernandes in a statement. "That is normal business. That does not mean we are selling."

P28 F1'S WARNING FOR GENE HAAS

MAGNUSSEN SUFFERING 'ROOKIE SYNDROME'



STALEY/LAT

Kevin Magnussen is struggling to deal with the fact McLaren's car is not capable of winning races, according to the team's racing director Eric Boullier. "Kevin is facing the rookie syndrome in that they all come from single-make series, and they struggle to understand that the cars they are working to develop give them some kind of result, and if you don't have the best car you can't fight for the win," said Boullier.



FERRARO/LAT

MAGNUSSEN'S 2014 SEASON IN NUMBERS

- Average grid slot 9.5
- Starts 6
- Podiums 1
- Points 21
- Best race finish 2nd
- Championship position 9th



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Jonathan Noble
F1's newshound

Is television consigned to elephant-in-the-room status, and should F1 embrace the raft of other media outlets to boost flagging audiences?

For a sport that's so full of people focussing on being the best, it's amazing that Formula 1 spends so much time talking itself down.

While the fascinating dynamic between Lewis Hamilton and Nico Rosberg look set to deliver what could be an all-time-classic season, it's been hard to escape from the clouds of negativity that have hung over the paddock since the start of the year.

Criticisms of the noise, slating of the new engines, unhappiness with so-called economy drives, and complaints about the lack of competition have all been shouted from the rooftops. Is it any wonder that F1 has faced a battle to keep fans tuning in?

Declining television audiences for F1 – not in all markets mind you – have caused alarm for some in the paddock. Pirelli's Paul Hembery said last week that finding out why fans were no longer tuning in was the single biggest issue that F1 faces right now.

The answer is not a straightforward one, but it almost certainly has nothing to do with what's being delivered on track. F1 in 2014 is not disappointing now it has settled down from the uncertainty that came out at the beginning of the new era of rules. The intense Mercedes battle, the narrative of the Lewis Hamilton/Nico Rosberg team-mate feud, the Red Bull recovery and the ultra-tight fight behind all deliver plenty to get excited about.

Instead, F1's biggest difficulties almost certainly relate to off-track issues, and may well actually be the result of factors outside of its direct control.

For first of all, declining television audiences tuning in to races may not actually be proof that the product being delivered on track is bad. Instead, it could simply be evidence that the way people consume sport and entertainment is just different. Television viewing habits across the world are changing, and networks are finding that viewership is declining for all types of programmes – be it sport, light entertainment, soap operas or reality TV. It's not a problem unique to F1.

Look at BBC TV's 2014 figures and there is no cause for alarm. Its 4.4 million peak for the Spanish GP was just up on last year – and on other platforms there are some intriguing things going on. BBC iPlayer growth was 33 per cent up last year, live radio up 53 per cent.

The world is changing. The box in the corner of the front room no longer exclusively provides the window to the world that it once did.

The fans who F1's sponsors want to engage are 'third-screen' people – and delivering content across television, the internet and mobile devices is absolutely essential for any sport if it is going to tap in to a new generation and get them hooked in the future.



Bernie Ecclestone believes TV will outlive social media

COATES/LAT

There are numerous sports and entertainment industries that do this brilliantly. Sadly for F1, and those who want to see it reach new markets and new generations, it wants to stick steadfastly to its old business model where television is king.

I asked Bernie Ecclestone in Monaco if falling viewing figures were a worry, and his response was quite surprising. "It matters, obviously," he said. "But when you say it is falling, it is changing.

"I think the change that is currently taking place is very short-lived, as these social media people are starting to think it is not as good as they thought."

So he sees no need for F1 to do a better job on social media channels, to embrace a younger audience, ramp up the interest and encourage them to start following the sport and build a bigger fanbase for the future?

"No. We're commercial," he smiled when I asked him. "If they find people to pay us [to do that] then I will be happy."

Could he be right? Could the boom in social media that's going on right now be a bubble that's about to burst? Could Bernie be right to ignore the revolution that's going on in media?

Or could it be that F1 must wake up to the fact that change has to come in how F1 is taken to the masses? Has the time come for F1's commercial chiefs to embrace mobile, Twitter, Facebook and YouTube to grab the huge audience that no longer sees TV as the way it wants to watch the sport?

The answer is obvious.

"Is it time for F1 to grab the huge audience that no longer sees TV as the way to watch the sport?"

This week in motorsport



P30 LE MANS TEST DAY

Montagny on Formula E grid

French all-rounder and former Super Aguri racer Franck Montagny has become the fifth ex-Formula 1 driver confirmed for the electric Formula E series.

Montagny will drive with Andretti Autosport, with which he contested last month's Indianapolis road-course round of the IndyCar Series and drove in the American Le Mans Series in 2008.

The 36-year-old, who joins fellow F1 veterans Lucas di Grassi, Jaime Alguersuari, Karun Chandhok and Bruno Senna on the grid, said: "I worked a great deal with the team in 2008 and 2009, and again this year, and working together on this new electric challenge will be exciting.

"I am convinced that this new fully-electric technology in the automotive industry will become a very important characteristic of our day-to-day lives in the future."



Kyalami up for July auction

South Africa's most-famous race circuit is to be auctioned to the highest bidder on July 24 – without a reserve.

Kyalami, which hosted the country's grand prix between 1967 and '93, has been the subject of legal problems over the past few years between its owners and the circuit's management company.

The track was completely rebuilt after the 1985 South African GP, rejoining the Formula 1 calendar in '92 and '93 with a layout that shared only a few corners with its predecessor. It also hosted A1GP.

It has been largely unused since 2011.

EURONOVA WORKS ON SATO

Euronova Racing is working on a deal for Auto GP points leader Kimiya Sato to return to the series after he missed last weekend's Monza round.

Sato will have to skip July's Red Bull Ring event due to a clashing round in GP2 – his main priority – at Hockenheim, but Euronova boss Vincenzo Sospiri was in Japan early this week to try to secure him for the remaining three double-headers.

Belgian Sam Dejonghe also skipped Monza, budget problems keeping him out of his Virtuosi UK seat.

Three drivers made their Auto GP debuts at Monza: Swiss ex-Formula Renault racer Christof von Grunigen (spinning, below); Japanese MRF Challenge podium finisher Shinya Michimi; and Venezuelan ex-GP3 racer Samin Gomez.



PHOTO 4

Byrd's 500 team joins with KV

The revived Jonathan Byrd's Racing team is to partner with KVSH Racing for its assault on next year's Indianapolis 500.

Reigning USAC Sprint Car champion Bryan Clauson, who contested the race in 2012 with Fisher Hartman Racing, will drive for the team.

Clauson is excited about the link-up with the squad that won the 500 last year with Tony Kanaan.

"We have a lot of great things happening at Jonathan Byrd's Racing," he said. "Aligning ourselves with KVSH Racing is a big step forward."

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Audi superstars for French GT run

Two-time Le Mans 24 Hours winners Andre Lotterer and Benoit Treluyer will race in the French GT Championship round at Spa later this month ahead of their assault on the Belgian circuit's 24-hour enduro in July.

Lotterer and Treluyer will each race a WRT Audi R8 LMS ultra in the event on June 21-22: Lotterer will share with Blancpain GT Sprint regular Enzo Ide and Treluyer with WRT co-owner Yves Weerts.

Team boss Vincent Vosse said: "We want to give Andre and Ben as much time as possible in the car at Spa."

The Audi prototype drivers, who will be joined for the Spa 24 Hours by regular team-mate and former event winner Marcel Fassler, will also drive in the official Spa Blancpain Endurance Series test at the beginning of July.

Powerstage to thrill on Rally GB

This year's World Rally Championship will reach its climax on one of the most spectacular powerstages of the season, following changes to the route for Rally GB.

The route for the November 13-15 event is expected next week, but sources have indicated a return of the Brenig stage, which will finish on the shores of the lake as a backdrop.

In accordance with WRC promoter wishes, the route will be shortened at the expense of the Thursday night stages. The Great Orme is also axed after the organisers lost their only car park for the headland test.

Mid-Wales stages (including both the Hafren and Dyfi loops, which previously ran on separate days) are on day one, with the weekend based in the north Welsh forests.



MCKLEIN.DE

In brief

MA JOINS WTCC

Ex-HRT Formula 1 test driver Ma Qing Hua will join Citroen's World Touring Car Championship team for this weekend's round at Moscow Raceway. Ma will also contest the end-of-season Asian races in a factory C-Elysee.

INJURED DICK UPBEAT

Speedworks BTCC team boss Christian Dick hopes to attend this weekend's Oulton Park round after breaking ribs, his sternum and left fibia, and puncturing a lung in a crash in last weekend's Zandvoort 12 Hours. "Apart from that I feel tip-top!" he said.

McKENNA'S SAD WIN

Daniel McKenna and Arthur Kierans were declared the winners of the Jim Clark Rally, truncated in the wake of the fatalities (see p12). They headed fellow Citroen DS3 RT crew Osian Pryce/Dale Furniss by 16 seconds, with another Citroen, that of Callum Black and James Morgan, in third.

DOVER BRIDGE SHUT

Dover Speedway's pedestrian bridge had to be closed during Sunday's NASCAR Sprint Cup race when debris from the broken-up track surface struck its glass sides after being hit by Jamie McMurray's car. The race was red-flagged for almost half an hour while track repairs were made, and the bridge was opened again after safety checks.

EX-F3 RACER IN COURT

Ex-Formula 3 racer Jonathan Legris has been charged with assisting an offender in a murder case. Legris, 26, will appear before Bournemouth magistrates on June 17. His father, Pierre Legris, is charged with the murder of Rui Li, Legris Jr's stepmother.

BIG NUMBER

188

That's the number of competitive miles on October's Rally France route – the smallest in the event's history. And very small compared with the 760 run on the 1982 Tour de Corse.

Weaver back in BTCC with Austin

Ex-British Touring Car racer James Weaver will return to the championship at Oulton Park this weekend as chief race engineer for Rob Austin Racing.

The former sportscar star will oversee Hunter Abbott's Audi A4, which should take some pressure off lead driver Austin, who had been engineering both machines.



Weaver starred in BMW M3 in late '80s

LAT

Austin said: "With James on board we will be able to devote more time, knowledge and experience into improving performance. Someone of James's experience is a massive asset."

Weaver took his sole overall BTCC win at Oulton in 1984, driving a BMW 635CSi.



GIBSON/LAT

Crash sidelines Strakka Dome

The Strakka Dome has been scratched from its race debut in the Le Mans 24 Hours after a serious test crash at Spa.

Danny Watts (left) was uninjured in the shunt, which happened on the first of three planned days of running for the Nissan-engined LMP2 car.

Team manager Karl Patman said: "We don't have time to assess the accident, repair the car and acquire sufficient spares. This has put any chance of competing out of the window."



Win for i20

Hyundai is celebrating its first win with the i20 WRC. Bryan Bouffier made his competitive debut with the South Koreans on last week's Rally Antibes and took a 22-second victory on an event used as an asphalt test.

GUILLAUMOT/DPPI



Flowers were left near the scene at the Swinton stage

Meeke: We must learn from

After three spectators were killed on the Jim Clark Rally last weekend, the World Rally star tells

Citroen factory driver Kris Meeke says the world of rallying must learn lessons from the accident that killed three people on the Jim Clark Rally last weekend.

While the specifics of the accident have yet to be established, the Northern Irish driver has urged rally organisers from World Rally Championship level down to learn from the fatal crash.

The accident happened at 1607 on Saturday afternoon, when a car veered to the right after the driver lost control over a bridge. The car collided with four people. The three who died at the scene have been named as Iain John Provan (64), Elizabeth Allan (63) and John Leonard Stern (71), while the fourth person, who was sent by air ambulance to hospital in Edinburgh, is reported by the police to be in a stable condition.

Two of the deceased were understood to have been working as media on the Scottish Borders event – which is mainland Britain's only closed public road rally. AUTOSPORT also understands the group, who were travelling together, were standing in an area prohibited for both spectators and media.

The second round of the British Rally Championship had already been rocked by a serious incident two hours earlier, on the Eccles stage, when five spectators were struck and injured by a car that is understood to have suffered mechanical failure.

One fan remains in hospital in Edinburgh where his condition is critical but stable. Two were treated for fractures at the Borders General Hospital and two suffered minor injuries. They have been discharged.

The event, which was being led by Dan McKenna, was abandoned following the fatal crash, which happened two stages before the finish. The decision to proceed with the rally after the first incident was taken by the organisers with the support of Police Scotland and local authorities.

A separate event, the Reivers Rally, which used the same stages and was planned for Sunday was also cancelled. Police Scotland's investigation into the accidents is ongoing.

Meeke said his thoughts were with the families of the deceased and with the crew of the car involved in the fatal crash.

"My heart goes out to the crew," says Meeke. "This is a horrific situation for the crew to find themselves in and I feel desperately sorry for them and their families and the families of the deceased. We have to educate people in what can happen when a car goes out of control – they can go anywhere. What has happened has to be a wake-up call for the entire sport, including at World Rally Championship level. It's simply not fair on the drivers to put them in such an impossible position."

Meeke said he had been increasingly disturbed by the


PA PHOTOS

rally deaths

DAVID EVANS things need to change

behaviour of some spectators on earlier rounds of the world championship this season.

"So many times on WRC rounds, you see these crazy guys trying to take these selfie pictures with the cars in the background with their phones," says Meeke. "It's just insane! It's hard not to be kneejerk or overbearing about this, but we need an ex-driver or co-driver to be going through the stages and saying, 'No. Nobody comes through here until they move and stay moved or we put a marshal there who stops the stages as soon as they go back into that position.' An ex-competitor will know what could happen and it's that level of experience that we need from WRC level down."

Talking about the investigation, Superintendent Phil O'Kane said: "Police Scotland are co-ordinating the multi-agency response to this incident. We have had full support from the Scottish Borders Council, the organising committee of the Jim Clark Rally, and our investigations continue to fully understand what went wrong in order to report the matters to the Procurator Fiscal.

"The decision for a Fatal Accident Inquiry will rest with the Lord Advocate, so we will conduct our investigation thoroughly and report to the Fiscal, and then it will be a Crown Office decision.

"The Jim Clark Rally is a legislated event, it's a unique event and the responsibility rests with the organising committee. There is an Act of Parliament specific to the Jim Clark Rally, and all safety considerations are the responsibility of the organising team. But I do know it is well stewarded. Safety is a very big consideration in the planning of it. Police Scotland are involved with that planning as a supportive agency."

Alex Salmond, the First Minister for Scotland, said: "This is desperately sad and difficult news from the Borders of the tragic circumstances that have occurred at the Jim Clark Rally.

"The Government is in contact with Police Scotland and we await the outcome of their inquiries. The Jim Clark Rally is a longstanding event of over 40 years. It is much loved in the Borders and by the rally-driving community, who I know will share in our sadness at what is a black day for the Borders and for Scotland."

EXPERT VIEW


Meeke last took part in the Jim Clark Rally in 2003

EBREY/LAT



Kris Meeke
Citroen World Rally driver

Despite the fact that a decade has passed since Kris Meeke competed on the Jim Clark Rally, he says he remembers the stretch of road on the Swinton test on which the fatal accident occurred.

He says: "When I turned on Sky News and saw that police car at the top of that road, I turned it off again immediately. I didn't want to watch. I know that section of road and it's a horrible, horrible place. It's certainly not somewhere I'd ever even think of spectating.

"You turn out of the junction and go absolutely flat-out down there. There's a bridge, but really it's more of a massive speed bump and then, about five metres after that, there's a kink to the right. I know the place exactly.

"The trouble is that a rally car can go absolutely anywhere in a situation like that – particularly in a front-wheel-drive car; the back of the car gets kicked in the air and when it lands it can go 45 degrees to the right or left and I don't care who you are, as a driver, at that speed, you're not going to get that back."


PA PHOTOS

Police attended the accident and the rally was cancelled

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Dieter Rencken

F1's political animal

Fascinating comparisons exist between F1 and football giant Manchester United. And one would do well to learn from the other

The passing last week of an 85-year-old American watch-tinkerer-turned-investor is unlikely to have registered on the radars of most Formula 1 fans unless their sporting interests are split between two teams of 11 players knocking about a ball, and 11 racing teams, each entering two drivers.

However, perusal of obituaries published in the wake of the death of Malcolm Glazer (died May 28, 2014), president of First Allied Corporation and owner of various sports properties – including Manchester United – provides a fascinating study in parallels between the approach adopted by the club and that of CVC Capital Partners, holder of F1's commercial rights lease via Formula One Management, itself a subsidiary of CVC's Delta Topco.

True, there exists a raft of differences between the world's most valuable football club (at £2.4 billion) and the globe's largest continuous sporting block, but the similarities, particularly with regard to their respective commercial philosophies, are such that the current custodians of F1 could do well to study Man U's recent fall from grace.

Hopefully this will lead the directors of FOM to avoid the pitfalls that have led to the football club's drop from top of the pops to laughing stock in one uneasy move, incurring the wrath of its legions of fans.

Like Glazer, who seized ownership of the NFL Tampa Bay Buccaneers club before turning his focus on Old Trafford in 2005, CVC-owned Dorna, holder of MotoGP's commercial rights lease, built on that experience when offered F1's rights. CVC was forced to disinvest from MotoGP when it acquired F1, but still made 600 per cent on its 71 per cent holding over a period of eight years.

Thus the appetites of Glazer and CVC for the 'big one' were whetted by previous experiences of ballooning TV revenues and event-hosting income, sale of strip, and high-end hospitality.

Their approaches were identical: both loaded their new-found acquisitions, purchased under controversial circumstances from warring owners, with initial debts running into well over a billion dollars. Indeed, in eight years the debt mountains have still not been halved, the effects of loan-servicing continuing to blight investment.

Such are the repayments that development is seriously hampered by the outward flow of tens of millions annually – and is unlikely to change before, at least, 2017. A feature of the ownerships has been the continuous restructuring of debt, none of which appeased their fan bases, who once willingly shelled out in support of their sports, but now baulk at the outrageous charges levied by profit-hungry owners.

Another common factor is that the two entities are willing to travel to virgin pastures in search of ever-faster bucks, regardless. Where Man U recently signed up Aeroflot as airline partner, F1 makes it debut in Russia this October. A number of Asian countries loom large in the future of both, with China enjoying the highest profile of all, commercially and as a host for events.

Plans to list on the Singapore Stock Exchange were simultaneously announced in 2011, with both Asian IPOs ultimately being aborted. However, Man U went public in New York. Result? Shares originally set at $16-$20 were drastically cut at debut in August 2012 following negative Wall Street comments and Facebook's disappointing listing.

Facebook's performance was forwarded by CVC as (primary) reason for aborting – although in truth investor confidence in FOM was never high, particularly after CEO Bernie Ecclestone found himself with various legal travails. Still, it seems someone tracked Man U's IPO performance...

Momentum accumulated over many seasons allowed both properties to maintain their sporting and commercial positions despite the anger of fans and stakeholders, although the tide began turning for Man U when it failed to invest in new players, simultaneously handing over management to David Moyes upon the retirement of Sir Alex Ferguson – at the helm from 1986 to 2013 – who was said to have 'the winning software in his head'.

"Such are the repayments that development is seriously hampered by the outflow of millions"

Such has been the dismal performance of Man U that its 'home' strike rate halved from 77 per cent over 15 years (and nine in 10 games over the past five seasons) to 40 per cent. Moyes is gone, his shoes temporarily filled by star former player Ryan Giggs.

If this sounds eerily familiar, so it should: FOM has made limited long-term investment in F1, and then only where market demands for such as HD TV dictated, while F1 tsar Ecclestone is 83, having led the sport since 1982 – five years longer than Ferguson's reign.

Ecclestone's chosen replacement is said to be star Red Bull Racing team boss Christian Horner, and while FOM's offices feature rows of filing cabinets containing contracts upon agreements, in real terms the game plan is all 'in Bernie's head'.

How to prise open that information before it's too late, either through nature or legal judgment? As CVC studied Manchester United's IPO performance, so it would do well to note the club's recent fate.

KUBICA SPECIAL

"I MISS F1. I WOULD GIVE *ANYTHING* TO BE BACK IN AN F1 CAR"

Three years ago, Robert Kubica was on the cusp of grand prix greatness when his life was changed by an awful rally crash. EDD STRAW caught up with him at home

The last time I interviewed Robert Kubica, on January 31 2011, everything was different. It was the day before the first test of the new Renault R31 at Valencia and Kubica talked about his hopes that the team could build on a promising, but winless, 2010 campaign and finally give him the chance to emerge as the title contender he undoubtedly had the ability to be.

Six days later, Kubica suffered a horrific accident on the Ronde di Andora Rally. It was a crash that could have killed him, but while the 29-year-old is still very much with us, and competing at a high level in the World Rally Championship, what happened has savagely changed the course of his life.

In AUTOSPORT's January 16 issue this year, we rated Kubica as the third best driver never to have won the F1 world title. There was plenty of reader feedback questioning so lofty a position, but having had the privilege of seeing Kubica in action in F1, there's no doubt his absence from grand prix racing for the past three-and-a-half seasons has robbed us of the chance of seeing some spectacular performances.

Kubica is acutely aware of what he has lost. It would, of course, be a mistake only to look at his accident in terms of what consequences it has had on his career. After multiple surgeries and a painful rehabilitation process, he deserves enormous credit for showing the determination to make a competitive comeback in rallying.

But there is a tinge of sadness at meeting up with him again in Tuscany, the day after the Monaco GP, and seeing someone who demonstrated such brilliance in their pomp limited from doing what he is best at by the injuries to his right arm. Fortunately, what remains is the sheer unbridled enthusiasm and passion of someone who lives for motorsport. ▶

STALEY/LAT, FERRARO/LAT

AUTOSPORT: Do you now look back on Formula 1 as something in the past rather than somewhere it's possible to go back to?
Robert Kubica: F1 has been, and still is, a big part of my life; the biggest part of my life. It's not an easy time because many people think I look at F1 only backwards. I know my limits and that, for now, it is impossible for me to get back to the level I was. But I could drive an F1 car. If you said, 'Robert, you will be doing a test at Barcelona in five months' I would start preparing and I'm pretty sure I would have no big problems. But there are other circuits where I would have big issues. The reality is that, for now, it's impossible for me to compete at a circuit like Monaco. F1 has a big effect on my life and unfortunately, the story ended earlier than I expected.

For me, 2010 was a very good year from a driving point of view even though, results-wise, it wasn't great. But then I stopped racing in F1 after the year that I gave the best performance of my life. Everybody remembers the last race you did, but when you judge the season you have to look at the big picture. When you know you have had a good year, you are pleased about it.

AS: You weren't just another F1 driver, but one that could win the world championship. Is that something that comes into your thought process and you look back and think 'I could've really done something' or is it not something you ever dwell on?
RK: It's difficult when you see Nico [Rosberg] and Lewis [Hamilton] winning. We were driving against each other since 1998, together nearly every year. There were years when I was in front of them and there were seasons when they were more competitive. But the level was very similar.

Then you think you could do the same, maybe slightly better or maybe slightly worse. Who knows? But it is not for me to judge if



STALEY/LAT

I was able to be at the top of F1 or not.

AS: Has the time out of F1 changed your perspective and understanding of what was going on when you were racing? Are you mentally almost a better driver now than you were four years ago?
RK: Racing is still in my blood. I follow F1 more from a spectator point of view, but watching races is not easy.

This time of year is the most difficult – I discover it every year – and there are some races which I miss more and some races I miss less. There are some moments when I have stronger memories and the time between Monaco and Canada is the most difficult for me because I have the best memories from these places as I won in Canada in 2008. Monaco, because I really love street tracks and it's the really the circuit I enjoy driving.

But life is about going forward and I have to keep my mind busy. I know that if your mind is not busy enough you start thinking too much.

Unfortunately, things will not change by looking backwards. I had very good years in F1 and it's something that's in my memory, my heart. I know my place in F1, which I worked for. This is the most important thing, although the results, of course, are also important.

AS: Despite your interest in F1, we haven't seen you at a grand prix since your last race in Abu Dhabi in 2010. Why is that?
RK: Last year, I was competing in a German rally so I tested the week before. There was a DTM race at Nurburgring. I had a plan to go and see the race. I called Toto [Wolff, Mercedes motorsport boss] to ask if I could come and he said, 'No problem'. On Sunday morning I left Trier and I started feeling, 'I should go... I should not go'.

So I went to Nurburgring, but half an hour before, when I started driving around the area and memories came back, I texted Toto and asked to meet at his hotel. But that was next to the circuit and when I got there Auto GP was on track. When I heard the sound [of the cars] I met Toto in the hotel for breakfast and then I went back to Trier. I suddenly got a feeling that I didn't like.

Last winter, I nearly went to Barcelona to see an F1 test day because I am curious to see how it had changed. But I preferred to stay at home and see it on the screen. At home, I have no journalists asking me the same questions and no photographers!

I miss F1. I would give everything to be able to be back in an F1 car. But to watch the race in hospitality it is not so attractive for me. It would also give me the feeling of missing something.

AS: When you look at F1, do you see something you know you should still be part of?

"If someone had told me how it would end up, I would never have done rallies"



MCKLEIN

Kubica has swapped the glitz of Monaco for the frozen wastes of Rally Sweden

RK: Yeah. It doesn't make me feel guilty, but many people tell me, 'You were doing this [rallying when you should have been focused on F1] when you crashed'. They don't realise that I am the first one saying this! If someone had told me how it would end up, I would never have done rallies.

I was keen to do rallies because they gave me something extra. The top F1 drivers are more or less on the same level, so I was searching for something that would give me an edge.

For example, during a test if it starts raining and the circuit is half damp/half dry you will not drive. But on the race weekends, if it happens you have to drive. So rallying made me a better driver. Maybe not a quicker driver, but a more complete driver. Of course, it ended up badly, but that's life.

AS: So the desire to do the rallying was part of the mentality that made you so good in F1, and you can't have one without the other?
RK: Normally I don't read about F1. But I know Felipe [Massa] said that I should not be rallying now and he's right. But this is Felipe's mentality. Thanks to my mentality, I made it to F1. I didn't

come from a country that had an F1 history and did not have big sponsors behind me. I was lucky to have good people who helped, but my career would have stopped when I was 13 or 17 without the mentality and character that helped me to F1.

When I started racing at international level in karting at 13, driving was everything. In 2001 I was living in the workshop and I didn't go to school or anything. I spent all day in the factory and workshop with the mechanics. For me, enjoying life was driving.

AS: But you have had a taste of F1 since your accident, you have done work for Mercedes in the simulator. How did that come about?
RK: It was part of my recovery and started as one opportunity. It was good for my body and good for my mind as well. And people were happy with what I was doing to help them. So I did a few sessions there, sometimes between the end of free practice and qualifying on race weekends.

I was keen to do it but unfortunately later in the year rallying became more stressful. In order to do well there, I didn't like doing too many things, so I let it go. The difficulty with the simulator is that you don't have such good feedback from the chassis and from the car.

In reality, you feel everything with your back and ass but because everything is virtual your concentration tends to be lower, especially when you stay in for a long time because you aren't risking anything. You need to be consistent and drive in the same way in order to give good feedback and improve.

Before Canada last year, we did 900 kilometres but this year I haven't done anything. In the end I let it go, which is a shame, but it was the right decision because I have to focus on one thing.

AS: Why did you turn down an offer to race in the DTM with Mercedes and pursue rallying?
RK: Going back to circuits after the accident was the most simple way and the best way from an economic point of view. And it was the best way of using my experience, but somehow it felt too easy. I was not happy because I feel like I stopped F1 and I still had something to prove to myself and to achieve. So I tried to set my new target. Rallying was the more natural way.

I put myself in a completely different category, a completely different sport. Not a lot of people realise how different it is. I knew it would be hard and I knew it would be a difficult step. Last year, it was rallying or DTM and it took me quite long to decide.

But I thought, 'I am not very young, but I am still not very old and I am still hungry to achieve something'. So I set some targets for rallying and only time will tell if I can achieve them or not. I also wanted not to have this feeling of missing F1. When I am doing rallies, it keeps my mind really busy, so it's good.

AS: How is rallying going?
RK: When you are doing circuit racing from a very young age, you learn circuit racing characteristics. When you start to be a rally driver from a young age... OK not so young as karting, but you have to learn typical characteristics for rallying. The difficulty is that in circuits you have one approach, in rallying another approach.

Many times, my circuit habits do not help me. Actually, they are disturbing me and the way I drive is not paying off. You leave too small a margin. And the biggest difference is that on circuits you know exactly what will happen, nearly everything you have under control. In rallying you have nearly nothing under control, especially when you are approaching the rallies for the first time.



STALEY/LAT

AS: So what's the plan now – finish the season, keep reprogramming yourself? Do you know what happens next year?
RK: I don't know and it's too early to say. But I see things in a very simple way. I had a target in F1 and unfortunately I was not able to achieve it for different reasons. The main reason is because of the accident. So I set a new target.

While I believe that there is a possibility to achieve, then I will try to achieve it. The day I see I cannot do it or because it's too complicated, then maybe I step back. But stepping back is like losing for me.

By choosing rallying, I knew I was taking a very twisty, difficult road. The way can be very harsh, but when you have big challenges if you achieve them you have big satisfaction. I think after a difficult period and what happened to me, I need a big challenge.

Kubica's rallying odyssey continues at Rally Sardinia this weekend. While his five WRC outings so far this year have yielded little – four retirements, too many crashes and then a conservative sixth last time out in Argentina – don't bet against the Pole cracking it in rallying. His pace has stood out, and if he can temper the instincts honed from two decades of circuit racing, he will develop as a serious contender.

But no matter what he achieves in rallying, it's clear that he should be in F1. The way he talks about driving a grand prix car at the start of the interview – that 'for now' it's impossible to return – reveals that he hasn't completely given up on it. To make a comeback would surely involve further painful operations and rehabilitation work with no guarantee of success, but the fact that such an option might even be open to him tells you a lot about the determination of Kubica.

Whatever happens, his record of just one grand prix win does not do justice to his ability. In his pomp, Kubica was brilliant. It's a tragedy that the world has not had the chance to see him cross swords with the great drivers he was the equal of for the last four seasons.

HOW GOOD WAS ROBERT KUBICA?

"He's an ***incredible*** driver, a really great talent"
FELIPE MASSA

"Robert was one of my great opponents in go karts, a ***very tough competitor***"
NICO ROSBERG

"He was a ***great driver*** and he still is"
SEBASTIAN VETTEL

"He definitely had the ***potential*** to be ***champion*** of Formula 1"
FERNANDO ALONSO

"Robert was one of the ***fastest*** drivers I have ever driven against.

I have no doubts he ***would*** have been ***champion***"
LEWIS HAMILTON

HE ONLY HAS ONE GRAND PRIX WIN TO HIS NAME, SO JUST HOW GREAT A DRIVER WAS THE POLE? EDD STRAW SPOKE TO THOSE IN THE F1 PADDOCK

KUBICA SPECIAL



The history of Formula 1 is littered with drivers who are cited as cast-iron world champions who never were. Whether it's the failure to get the right breaks, poor career choices, injury or, the worst-case scenario, death that is responsible for their failures, there are far more hypothetical champions than there have ever been titles to win.

So what makes AUTOSPORT so confident – confident enough to name him as the third best driver never to be world champion behind only the great Stirling Moss and the legendary Gilles Villeneuve – that Robert Kubica is not just another name to have potential title winner appended to his name?

For a start, he's very well-regarded by his contemporaries, drivers who continue to fight at the top of grand prix racing to this day. When Kubica was coming up through karting, he raced regularly against Lewis Hamilton and Nico Rosberg. Hamilton, who won the world championship in 2008 when Kubica was in the hunt for half of the season before BMW throttled back to focus on the following year's car, offers a glowing testimony of his old friend and rival.

"Robert was one of the fastest drivers I have ever driven against," says Hamilton. "He was exceptional in go-karts, one of the hardest to beat...very, *very* hard. Just an exceptionally talented driver.

"It was great having him here in F1 and I think F1 lost out when they lost him. But he's still in motorsport at least and doing what he loves. He had the potential to be a multiple world champion and with a good car, I have no doubts he would have been champion. I regard him as a kind of Alain Prost-type driver, that's how he was."

Praise indeed. Kubica was certainly fast, ▶

TEE/LAT

but what Hamilton is getting at is that the Pole was also mentally unflappable. During his time in F1, there were few indications that Kubica ever let mental frailties compromise his game. That's one of the qualities that gives AUTOSPORT confidence that he had the ability to win races *and* string together a title-winning campaign.

It's likely he would have had the opportunity to do that as well. He was well-regarded by top teams, and while Ferrari, without a world championship since 2008, would not have given him the machinery to do it in the past few years, the fact the Scuderia chased him is another glowing testimony. Perhaps he could have been the one driver to thrive alongside friend and rival Fernando Alonso?

"He showed his talent in the years he was in F1 and especially in the junior categories and go-karts," says Alonso. "He definitely had the potential to become champion of F1."

While it is difficult for Kubica to watch Hamilton and Rosberg dicing for the title – after all, he has proved himself to be able to race on their level – it does add weight to the case that he was a lost topliner. In a way, the three of them were meant to be together at the top of the F1 tree, something that Kubica's terrible rallying accident in February 2011 robbed us of the chance to witness.

"Together with Lewis, Robert was one of the greatest opponents for me in go-karts," says Rosberg. "I was racing against him all the time and he was a very tough competitor in go-karting. It's a great pity that F1 has lost him."

Vettel, another sometime rival in karting, is also quick to talk up Kubica. The pair's careers will always be intertwined, for it was Kubica's enormous accident during the 2007 Canadian GP that gave Vettel the chance to make his F1 debut for BMW Sauber in the US GP at Indy the following weekend.

"He was a great driver and still is, but unfortunately his career in F1 came to an end with the issue he had with his hand after crashing at the beginning of 2011," he says. "We were racing against each other in go-karts and have many memories, which are nice to look back on."

This is more than just drivers talking up an old friend. Felipe Massa describes Kubica as "an incredible driver", and this is another comment typical of the esteem in which he is held. Kubica himself is characteristically humble about the risks inherent in judging drivers.

"I was very pleased to see myself so high in your drivers' ranking," he admits. "I know some people think like this, but some other people think completely differently. In many races, I finished seventh and I was happier than finishing third because I knew it was the maximum I could do with the package. That's the difficulty with judging drivers from the outside."



DUNBAR/LAT, GILHAM/GETTY, COATES/LAT

KUBICA IN F1

The only clear evidence we have about Kubica's F1 prowess is from his four full seasons, plus six outings at the end of 2006, in grand prix racing.

After winning Formula Renault 3.5 in 2005, Kubica made a big impression during Friday outings for BMW Sauber. So big, in fact, that he was able to displace 1997 world champion Jacques Villeneuve from the seat at the end of the season. While there were some political shenanigans involved on the part of the team, the fact remains that it was Kubica's sheer pace that forced the issue.

On the Michelin rubber used that season, he was stunning. Capable of carrying astonishing speed into the corner without seeming to pay a price in terms of getting the nose in, it was a technique few could come close to. It was not dissimilar to Fernando Alonso's style on the Michelins with Renault, but sometimes allowed him to carry even more speed into the corner.

Michelin's withdrawal ahead of the 2007 season meant a switch to Bridgestone rubber that did not respond in the same way. This led to Kubica's weakest season in terms of performance relative to his team-mate [Nick Heidfeld] as he adapted to a more orthodox style.

But the following season, he was back on form after learning the lessons. The BMW Sauber was not quite the equal of the Ferrari or the McLaren, but after winning the Canadian GP, assisted by Hamilton rear-ending Kimi Raikkonen's stationary Ferrari at a pit-exit traffic light, he led the world championship by four points.

Late in the season, as the car became less competitive, Kubica turned in what he rates as his best drive in F1. He finished second in the Japanese GP at Fuji after leading early on, beaten only by an outstanding Alonso driving a Renault that was, by then, slightly stronger.

Despite BMW ceasing development on the car early, he ended the season only 23 points down (albeit on the 10-points-for-a-win system). It rankled then and it must rankle doubly now.

"In such a competitive sport, you must take opportunities as much as you can," says Kubica. "The train might go by once and you might jump on it and see what it brings or you might stay where you are and maybe regret in a few years that it may have been better to jump on. At BMW that year there was big focus on the 2009 car and big hopes with KERS. But in the end it was a big flop.

"The most difficult thing is that there were development parts in the factory that could give much better performance to the car but they were not introduced in 2008 because they were waiting for 2009. I treated this opportunity to go for the championship as if it was my last one. Of course, I was hoping it would not be, but it was."

Worst of all, 2009 was a disaster for BMW, leading to its withdrawal. Kubica switched to

KUBICA IN F1

Starts 76 **Wins** 1 **Poles** 1 **Podiums** 12
Fastest laps 1 **Best championship** 4th (2008)
Debut 2006 Hungarian GP
Last race 2010 Abu Dhabi GP
Teams BMW Sauber (2006-2009), Renault (2010)

2006 (BMW Sauber)

Starts 6 **Best finish** 3rd **Points** 6
Championship position 16th

After winning Formula Renault 3.5 in 2005, Kubica started the season as BMW Sauber Friday driver. He replaced Jacques Villeneuve for the Hungarian GP, officially because the Canadian had not recovered from a crash during the preceding race at Hockenheim. Kubica finished seventh on the road in Hungary before being disqualified for being underweight and was then given the drive full-time, finishing third at Monza.

2007 (BMW Sauber)

Starts 16 **Best finish** 4th **Points** 39
Championship position 6th

Kubica endured a tough campaign as he struggled to get to grips with Bridgestone rubber having previously used Michelins. While he was outscored by team-mate Nick Heidfeld, Kubica did pick up points consistently. Survived a horrendous crash in the Canadian GP after clipping the back of Jarno Trulli's Toyota, forcing him to miss the US GP and allowing Sebastian Vettel to make his F1 debut in his place.



FERRARO/LAT

Kubica cites 2010 as his best in F1. This is Monza

Renault for the following season. He finished only eighth in the championship, but there were some stunning performances. His driving at Monaco was spectacular. Always strong on street circuits, the precision with which he hurled the Renault R30 around the twisty roads was as spectacular as anything ever seen in grand prix racing. On the real drivers' circuits, he always overachieved. In the record books, his Japanese GP ended after two laps thanks to a loose wheel, but his drive to third on the grid was of the highest class.

Hopes were high for 2011, but after what he rates as his best season, Kubica was cut down in his prime. "OK, I had not done a mega qualifying lap in Bahrain [2010] – I made a mistake that cost me two or three tenths – but otherwise I had put in some really good qualifying performances as well," he says. "Overall, I was finishing more or less where I should be or in front of where I should've been. So 2010 was a great year for me. But the start of 2011 wasn't the best. It was quite the opposite, but unfortunately that's life."



Fuji 2008: Kubica rates this as his best drive in F1

FERRARO/LAT

WHAT MIGHT HAVE BEEN

It's pure conjecture to predict how Kubica's career would have gone had he not suffered his accident on the Ronde di Andora in early February 2011, a few days after topping the F1 testing times in the new Renault at Valencia.

There would surely have been more wins, although the one question mark is how well Kubica would have adapted to the direction F1 has taken. The high-degradation Pirellis would not have suited his default style perfectly and this challenge remains the big question mark hanging over Kubica, but he is confident he would have adapted.

"The top drivers adapt very quickly," he says. "F1 has changed completely. The pace of the cars is different, the tyres are different, the way of driving is different. But you adapt quickly. Some might take two days of testing, some might take two races. But in F1, it is always about having all of the right puzzle pieces in the right place."

That, ultimately, is what would have decided how successful Kubica would have been. No driver, irrespective of how good, can win the title without being in the right place at the right time. As Jenson Button, 2009 world champion and a driver who spent years struggling to get into a car worthy of his ability, stresses: what Kubica would have achieved is all a matter of conjecture.



Testing just days before rally crash

DUNBAR/LAT

"It's tricky one, there are many drivers I can say I enjoyed racing over the years," says Button. "Robert's F1 career came to an abrupt end with his accident. We can all sit here now and say he would have been a five-time world champion because he did a couple of good races, or he could have been a bit average. No-one knows what he would have done in an F1 car. It's a tough business, F1."

Button is right. But having seen Kubica at his best, dragging performances out of decent, but not great machinery, it seems inconceivable that the Pole would not have eventually got himself into the right place at the right time.

Had he done so, the results would surely have been spectacular.

2008 (BMW Sauber)

Starts 18 Wins 1 Points 75
Championship position 4th

BMW Sauber struggled in testing but turned it around in time for the start of the season. Kubica bagged his first pole position in the third race in Bahrain and led the world championship by four points after winning the Canadian GP. But the team's competitiveness faded as the focus switched to 2009 and he managed only three more podium finishes in the final 11 races.

2009 (BMW Sauber)

Starts 17 Best finish 2nd Points 17
Championship position 14th

BMW struggled with KERS and produced a disappointing car, which at times early in the season had serious trouble with building tyre temperature. Kubica scored only two points in the first 10 races, but as the car improved he was at least able to finish in the top eight regularly late on. His second place in the Brazilian GP was the highlight of a bitterly disappointing season.

2010 (Renault)

Starts 19 Best finish 2nd Points 136
Championship position 8th

With BMW pulling out, Kubica had a choice between Renault, Williams and Toyota for 2010 and opted to move to Enstone. The move paid off, for while the car wasn't able to challenge for race wins he was able to be in the top six regularly. He finished second in the second race in Melbourne, backing that up with a front-row start and third at Monaco. Kubica believes 2010 was his strongest season in F1.



CANADIAN GP PREVIEW

SECRETS OF F1'S STOPPING POWER

Montreal's Circuit Gilles Villeneuve demands a lot of the brakes on F1 cars. CRAIG SCARBOROUGH reveals how the braking systems work

Brake performance will be key at this weekend's Canadian Grand Prix, but remains an unsung technical aspect of an F1 car.

As downforce has increased, the potential grip from the tyres can be exploited for greater braking without fear of locking up. Reduced braking distances are not, as many believe, directly thanks to carbon brake discs.

An F1 car's brakes are similar to those of a road car. The pedal acts on master cylinders, which pressurise the fluid to operate the pistons in the caliper. The caliper presses brake pads against a disc to provide the friction for retardation. But in an F1 car, the calipers use six pistons to press carbonfibre pads against a matched carbonfibre ventilated disc.

Brake discs and pads are made from the same-specification carbon composite and can withstand enormous temperatures. The disc weighs around 700g and by regulation must be a maximum of 278mm in diameter. Disc thickness is also limited to a maximum of 28mm.

The disc/pads can withstand temperatures up to 1200c. At these higher temperatures, the disc will start to oxidise and wear excessively, leading to eventual failure. Conversely, carbon brakes do not work as effectively at temperatures below 300C. Discs and pads wear at the same rate, but modern braking materials mean wear is just 1mm if cooled effectively.

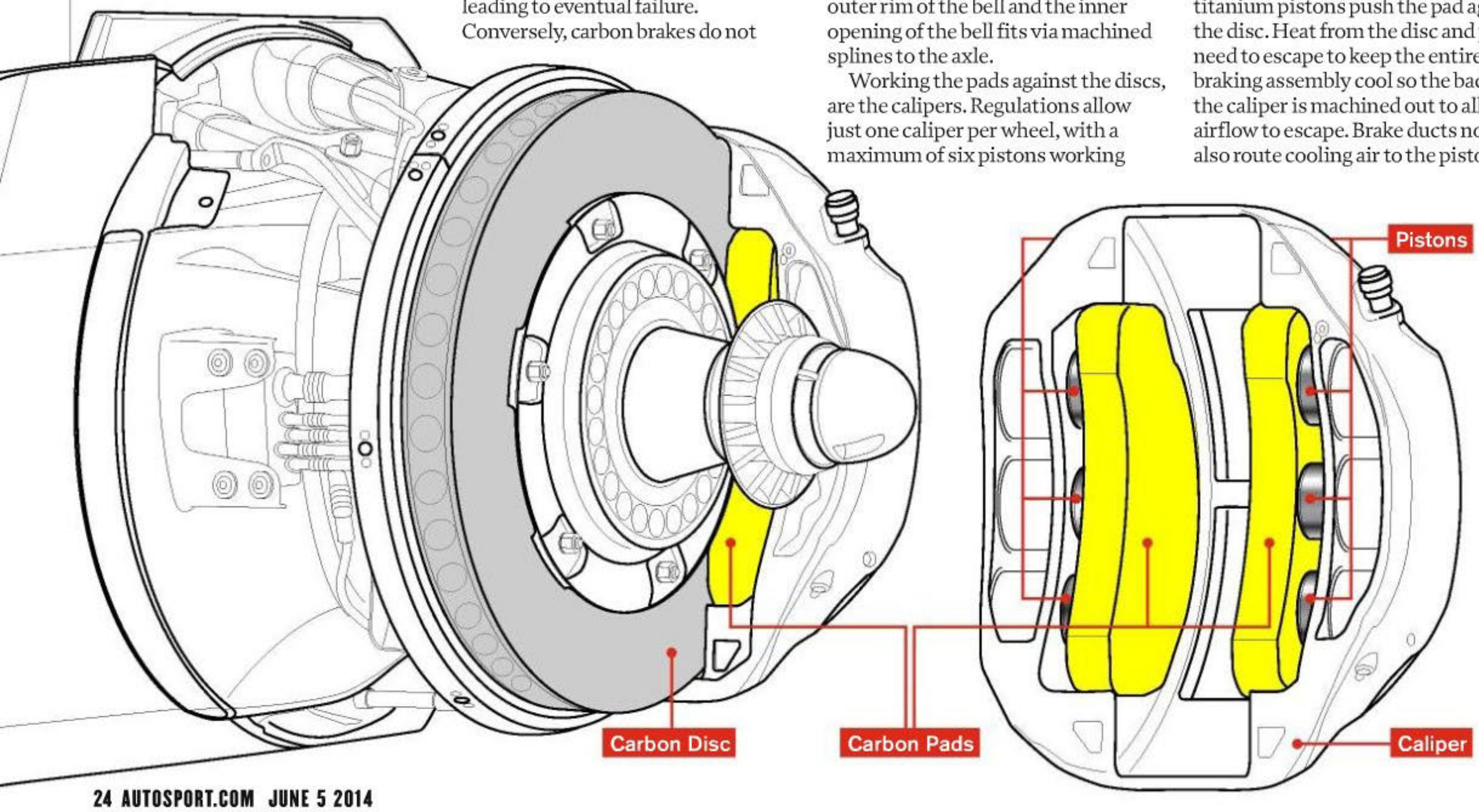
In order to get the right 'feel' drivers will have a preference for brake-disc supplier and material, while different circuits will require different drillings inside the disc. Drillings can vary from a simple line of 24 holes to complex slots or multiple small-diameter openings. Teams may also drill the back of the pads to help reduce heat transfer into the calipers.

Discs are mounted to the axles via a titanium bell. The disc is bolted to the outer rim of the bell and the inner opening of the bell fits via machined splines to the axle.

Working the pads against the discs, are the calipers. Regulations allow just one caliper per wheel, with a maximum of six pistons working on two brake pads. As calipers are more efficient if they are stiffer, further rules limit the stiffness of the material used (80 gigapascals, or GPa) and only allow two bolts to mount the caliper to the upright. Each caliper is machined specifically for each team and the calipers are not interchangeable; front to rear, left to right or between teams.

Calipers are machined in one piece from a solid billet of aluminium alloy. With stiffness being traded against weight, the caliper only has material where it's needed and everywhere else is machined away.

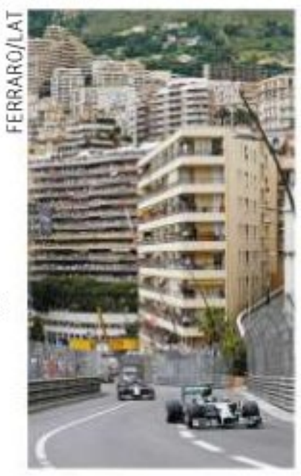
Inside the calliper, two sets of three titanium pistons push the pad against the disc. Heat from the disc and pad need to escape to keep the entire braking assembly cool so the back of the caliper is machined out to allow airflow to escape. Brake ducts now also route cooling air to the pistons.



WHAT TO WATCH OUT FOR

Hamilton bouncing back

Lewis Hamilton will be itching to reclaim the points lead from team-mate Nico Rosberg this weekend, and there probably isn't a better race than Canada for him to do this. The Briton's record in Montreal is incredible – every time he has finished he has been on the podium, including three wins. By contrast, Rosberg's best result at the track is only fifth...


FERRARO/LAT

Brakes (or a lack of)

Montreal is notoriously tough on brakes, as it features several heavy-braking zones. Therefore, it will be interesting to see how the new regulations affect brake wear. The new rules have introduced brake by wire to manage the effect of the motor generator on braking, which has a knock-on effect on how teams set up the conventional braking systems.


FERRARO/LAT

Safety cars

The Canadian Grand Prix has one of the highest percentage probabilities of a safety car on the calendar – there were four caution periods in the crazy 2007 race alone. A safety car or two this year should ensure the battle between the sparring Mercedes drivers is very close, and possibly keep the Red Bulls in touching distance, too.



CLASSIC RACE: 1995

Until 11 laps from the end, the Canadian Grand Prix seemed like any other 1995 race, but instead it yielded a very popular Jean Alesi victory.

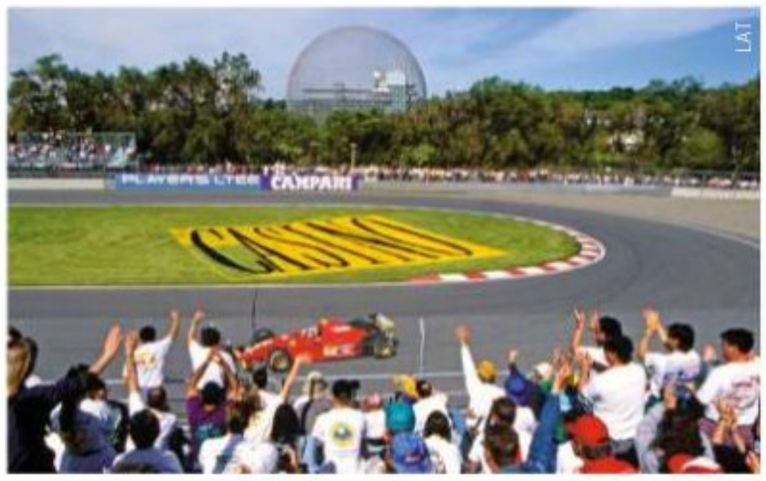
Michael Schumacher's Benetton was comfortably leading from pole, but on lap 57 he pitted with an electrical problem, handing the lead to Alesi's Ferrari.

The Frenchman secured his first – and only – win, which sent the fans wild.

As other drivers raced to the flag there were several near misses as excitable spectators invaded the track, so results were taken from the penultimate lap.

With Damon Hill's gearbox breaking and David Coulthard spinning, Rubens Barrichello and Eddie Irvine secured the Jordan team's maiden double podium.


GETTY



LAT

No quick fix for Ferrari struggles

The Scuderia will introduce a significant upgrade at this weekend's Canadian GP. But to re-emerge as a title contender Ferrari needs more than just development parts. By EDD STRAW



Ferrari crew has had to watch its cars struggle



Five fruitless seasons have passed since Ferrari last won a world championship, the constructors' title back in 2008. This season, the title appears further away than ever and the Scuderia is taking a long-term approach to its recovery rather than pursuing ineffective quick fixes.

At this weekend's Canadian Grand Prix, Ferrari will introduce a significant upgrade to its 1.6-litre turbocharged powerplant. This will build on a step made at the Chinese GP, along with a smaller one in Spain, as it bids to close the deficit to the dominant Mercedes engine. It will also introduce aerodynamic modifications, which it is hoped will further improve the rear-end grip after a previous step with its modified rear wing, introduced at the Spanish GP.

"Making a car that is not quick in the first race quick is a particularly challenging task," admits technical director James Allison. "We brought some upgrades to the Chinese GP that worked reasonably well and we brought some things to Spain as well, but it was a much more modest set of pieces.

"It is quite hard to say what is the potential of the car, as it does not really matter how much improvement we bring in, it matters how much improvement we bring relative to our competitors. All the big teams have similar-sized facilities and we have a similar approach to work, so it is very difficult to achieve the rate of improvement that is substantially different to the people we are fighting with."

It is unlikely Ferrari will be able to get back into championship contention this year. Fernando Alonso has only half of drivers' standings leader Nico Rosberg's haul of 122, while in the constructors' race it is already 162 points behind. This is why the focus has to be on tackling the problems within the team that have prevented it fulfilling its potential.


STALEY/LAT

Allison says Ferrari is supportive of the way he wants to take the team

Allison started work at Ferrari last September. Given the lead times involved in F1, it will probably not be until 2016 that results on track give an indication of whether he is succeeding. Allison has already talked of the need to encourage more creativity within the technical department at Ferrari, something that his predecessor, Pat Fry, who works under Allison as engineering director, also attempted to develop at Maranello.

With Ferrari having recently overhauled its windtunnel and, during the past 18 months, invested heavily in developing its driver-in-loop simulator, it is building up the facilities needed to be successful in 21st century F1.


MASON/GETTY

Ferrari at Monaco: Mercedes long gone

During the era of Michael Schumacher's dominance, Ferrari had unlimited testing and could rely on the empirical model of car development: manufacture parts and then by trial and error understand which work. Now, it is essential for teams to know this before ever running parts on track. Ferrari has struggled with this in recent years.

"Ferrari is extremely supportive of me and the direction I would like to take, with the car and the company technically," says Allison. "If my judgement is correct about what I should be doing technically, and the way we are organising ourselves, then I hope the backing I am fortunate enough to receive will start to pay off and we will see a Ferrari where anyone who likes the red team will want to see them."

The one area where Allison has less direct influence is engine development. The engine-freeze regulations allow the vast majority of the power unit design to be revised, but every year until 2018 the scope of the changes will be reduced. The engine is understood to be above the minimum weight of 145kg, while gains need to be made with its ERS system if it is to be able to take on Mercedes.

This is why Ferrari's task is doubly difficult. In previous years, it was only in the chassis side that it needed to make significant gains. Now, improving an area where it has been traditionally strong – the engine – is also key.

Ferrari needs to give a good account of itself during the rest of this season. But the focus has to be on the long-term if it is ever to re-emerge as F1's dominant force.

FERRARI'S FALLOW YEARS

Ferrari's most recent world title came in 2008, when it took the constructors' title. Felipe Massa missed out on the drivers' crown by one point that year. Since then, the Scuderia has struggled.



2009
Wins 1
Constructors' championship: 4th
Kimi Raikkonen's Belgian GP win is the sole high point as Ferrari struggles with both the introduction of KERS and new aerodynamic rules.

2010
Wins 5
Constructors' championship: 3rd
Fernando Alonso misses out on the title thanks to a poor strategy call in Abu Dhabi, which leads to head of track engineering Chris Dyer losing his job.

2011
Wins 1
Constructors' championship: 3rd
Ferrari struggles with the exhaust-blown diffuser and wins only when it is temporarily outlawed at Silverstone. Aldo Costa replaced as technical director early in the season by Pat Fry.

2012
Wins 3
Constructors' championship: 2nd
Alonso's virtuosity papers over the cracks, only losing out on the world championship in a rain-hit Interlagos finale. But the car is poor at the start of the year.

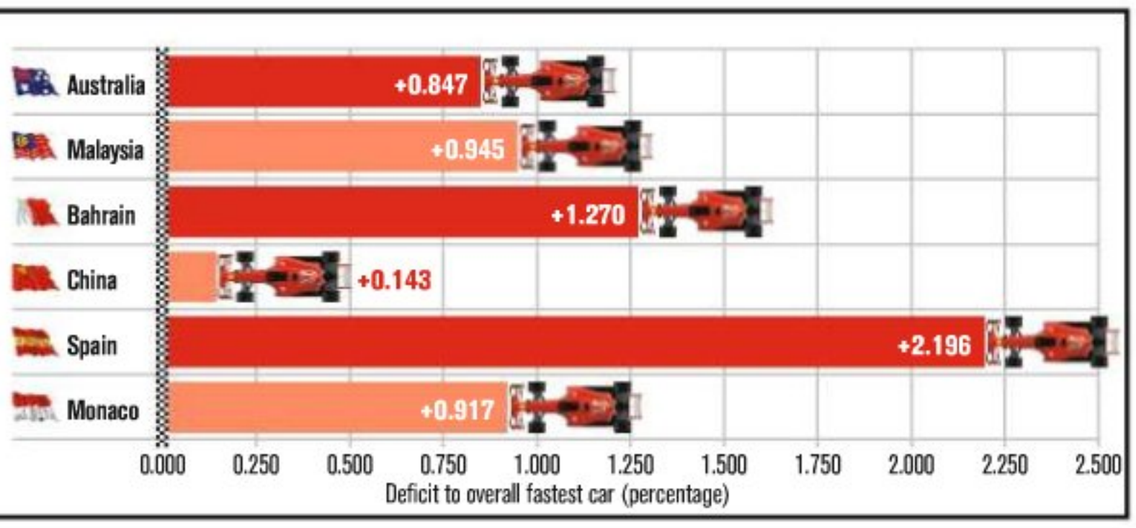
2013
Wins 2
Constructors' championship: 3rd
After two wins in the first five races, Ferrari is firmly third-best behind Red Bull and Mercedes. James Allison joins as technical director in September, with Fry becoming director of engineering.

2014 (after six rounds)
Wins 0
Constructors' championship: 3rd
The new 1.6-litre V6 turbo engine is significantly behind the Mercedes, with only one podium to date. Stefano Domenicali resigns as team principal and is replaced by Marco Mattiacci.



FERRARI IN 2014

Ferrari's most competitive showing this season was in China, followed by its least competitive at heavily aero-dependent Barcelona two weeks later. This shows the pace of the fastest individual lap set by a Ferrari on each weekend, expressed as a percentage relative to the quickest car overall.



F1's warning for Haas

The NASCAR team owner has announced bold plans to join the F1 grid, but will he end up biting off more than he can chew? BEN ANDERSON investigates

TILTON/GETTY



Haas announced his intention to join the F1 grid back in April

Competing in F1 on a big budget is not easy, so to score points on a small one is next to impossible.

Jules Bianchi's unlikely ninth place at the Monaco Grand Prix shows that with hard work, persistence, and the right driver, underdog success is still possible even in a sport as financially imbalanced as Formula 1.

If NASCAR team owner Gene Haas watched the race, there's no doubt he will have taken massive heart from Marussia's success.

Haas plans to put an American team on the grid for the first time in three decades (either next year or in 2016), running (possibly Ferrari-powered) Dallara chassis out of his expanded NASCAR base in Charlotte, North Carolina. He wants to do this "with an American flair for efficiency", which suggests he won't be flashing Red Bull levels of cash all over the grid.

But the scale of the challenge facing his 'Haas Formula' project is still enormous, as shown by the fact it has taken Marussia so long to break its own duck since joining F1 as Virgin Racing in 2010.

Marussia team principal John Booth agrees with IndyCar racer Juan Pablo Montoya, who raced in F1 from 2001 to 2006, that Haas is "mad" to try to base an F1 operation in the States.

> "We've moved on massively from 2010, so they could be on a hiding to nothing"
>
> Marussia team principal John Booth

"I think Montoya has absolutely hit the nail on the head – basing a team in Charlotte makes a difficult job even harder," Booth reckons. "We find it hard to get people and we can offer them something just up the road in the UK, so tempting people to move to the middle of the USA? I'm not sure how easy that is going to be.

"They are [also] talking about Dallara chassis. I have a lot of respect for Dallara, but when they built the first HRT car [for 2010] it was comparable to what we and Caterham/Lotus were producing at the time.

"We've moved on massively from where we were then, so they could be on a hiding to nothing. We are at a completely different level [now]."



STALEY/LAT

Marussia scored points in the recent Monaco GP

ENORMOUS FINANCIAL CHALLENGE

Force India joined the grid in 2008 by buying the ailing Midland/Spyker project and ex-Jordan infrastructure.

Deputy team principal Bob Fernley believes buying an existing outfit is far more cost-effective than starting a team from scratch.

"In terms of the enormity of the challenge, they will only realise that when they start to get involved," Fernley says. "I don't know what Caterham has spent, but it's a significant amount of money.

"Compare that with buying an existing operation, as Vijay [Mallya] did with Force India in 2008, and all the infrastructure that goes with it, I would have thought there was clear evidence to tell you which way to go.

"I don't think you'll find a team that is much more efficient – or



F1 TEAM BASES

GREAT BRITAIN

- **RED BULL** Milton Keynes
- **FORCE INDIA** Silverstone
- **MERCEDES** Brackley
- **WILLIAMS** Grove
- **LOTUS** Enstone
- **CATERHAM** Leafield
- **McLAREN** Woking
- **MARUSSIA** Banbury

ITALY

- **FERRARI** Maranello
- **TORO ROSSO** Faenza

SWITZERLAND

- **SAUBER** Hinwil

UNITED STATES

- **HAAS FORMULA** Charlotte

F1 CALENDAR

1 AUSTRALIA Melbourne	6 MONACO Monte Carlo	11 HUNGARY Budapest	16 RUSSIA Sochi
2 MALAYSIA Sepang	7 CANADA Montreal	12 BELGIUM Spa	17 USA Austin
3 BAHRAIN Sakhir	8 AUSTRIA Spielberg	13 ITALY Monza	18 BRAZIL Sao Paulo
4 CHINA Shanghai	9 BRITAIN Silverstone	14 SINGAPORE Marina Bay	19 ABU DHABI Yas Marina
5 SPAIN Barcelona	10 GERMANY Hockenheim	15 JAPAN Suzuka	



'lean and mean' as they would say in America — as Force India, and our budgets are not small.

"They're nothing compared to a Red Bull or a Mercedes, but they're not for the faint hearted either! You can't do it an awful lot cheaper than what we're doing."

THE SPECTRE OF USF1

The spectre of the stillborn USF1 project of 2009/10 looms large over Haas's attempts to end the drought of Americana on the grid.

Although his own project failed, USF1 co-founder Peter Windsor believes America has enough talent and infrastructure for Haas's operation to be successful.

"There is an amazing amount of technology there — the level is as high as anywhere in the world — and there's no reason why you couldn't build an F1 car there," Windsor says.

"I think a lot of European engineers will want to work for that team because they will like the idea. Equally, there are a lot of very good American engineers just waiting for the chance to do an F1 car.

"I think there's still that stigma in Europe that American engineers can't do it, and that's complete nonsense."

Windsor says USF1 failed because it was asked to join the grid before it was ready, and he argues Haas will need at least 18 months to get his team off the ground, while having to spend big to make it work.

"The real issue is that Haas is used to spending NASCAR type money to win NASCAR races, and F1 money is a totally different world," he adds.

"If he doesn't get the support of corporate America, is Haas willing to spend the $300million or so you have to justify these days to keep a Formula 1 team going for a few years without sponsorship?

"That's the big question. I don't think American motorsport is geared towards those sorts of numbers. They're vast compared to those required for IndyCar and NASCAR."

A VIEW FROM BOTH SIDES OF THE ATLANTIC

Q&A BOB FERNLEY
FORCE INDIA DEPUTY TEAM PRINCIPAL



Will an American team be good for F1?
It's exciting to have an American team coming in. With my history racing in America, it's particularly pleasing because America has an awful lot to offer Formula 1. I had the privilege of working there for 10 years and nobody does sports marketing better.

Why has it been so long since we had an American team?
There are a number of issues. In many cases their sponsors and marketing programmes don't need to go out of America, but there are companies now looking to expand and they need a global platform like F1 provides perfectly.

Is it necessary for Haas to have a European base?
The problem is there aren't enough North American races to justify basing yourself there. When I was doing Can-Am and IndyCar I certainly wouldn't have based myself in Europe! You have to detach yourself from the nationalism at some point and take a practical view. It costs an awful lot of money to keep moving.

Audi: We're in the hunt

Toyota topped the pre-Le Mans test, but the rival Audi squad believes it is close enough to challenge come the race. By GARY WATKINS



Audi is heading into this month's Le Mans 24 Hours in the belief that it can take the fight to pre-event favourite Toyota.

The times from last Sunday's Le Mans Test Day backed up Audi's belief that its trio of R18 e-tron quattros can be contenders in the race on June 14-15, despite its uncompetitive showing in the Spa round of the World Endurance Championship last month.

The best of the Audis was fastest in the morning session with Marco Bonanomi at the wheel, who set a time that put him third overall. This was within the same second as the two Toyota TS040s HYBRIDS.

Bonanomi ended up with a 3m23.799s, which compared favourably with Sebastien Buemi's timesheet-topping 3m23.014s and a lap from Kazuki Nakajima that was a tenth and a half slower than his Toyota team-mate.

"The test has validated the confidence we had in our ability to compete before we went there" says Audi Sport Team Joest technical director Ralf Juttner. "The Toyotas are still quick, but we are where we expected to be. We are better than at Spa, which we also expected.

"We know what we can do and we can see that we are not going to be bashed; we can see that we are not facing an impossible task. We are not going home to try to build a new car, which we have done in the past."

The last comment is a light-hearted reference to its efforts to make the original R15 TDI competitive between the Test Day and the race in 2009, the last time Audi was defeated in the 24 Hours.



"The Toyotas are quick, but the test validated the confidence we had in our ability to compete"

Audi's Ralf Juttner

The long-tail version of the 2014 R18 proved little slower on the straights than the Toyota and Porsche's 919 Hybrid, as was the case when Bonanomi and Filipe Albuquerque raced it at Spa. The Audi was 7km/h down on the Porsche and four behind the Toyota.

"We are happy we are not way off on top speed, which was a concern," continues Juttner.

Interpreting the events of the test was difficult, because each of the three LMP1 manufacturers had clearly defined test programmes to run through and none went for a low-fuel/new-tyre run. Bonanomi arguably had the cleanest run after finding no significant traffic in the wake of a safety car period in the lead-up to lunch.

Toyota, Porsche and Audi all believe they achieved their targets over the course of the eight-hour test.

"We completed every single item that we had on our list," confirms Toyota Motorsport GmbH technical director Pascal Vasselon. "It was a good day for us."

Vasselon agrees that it was difficult to draw any conclusions on the basis of the test. "It all depends on what the others have been doing and we only know about our programme," he says. "The Audis are reasonably close, not miles away, but we were not expecting to dominate."

There was also no conclusive evidence about the length of stint the manufacturers will run in the race and, most significantly, whether the Toyota and Porsche are going to try to turn the 13.9 laps they should be able to achieve according to their fuel allocation and tank capacity into 14 and a one-lap advantage over the Audi turbodiesels. Each of the manufacturers ran continuously for 13 laps on more than one occasion, but there were no 14-lap stints.


G-Drive was fastest in LMP2

LMP2
CLASS TOPPER

#26	Roman Rusinov	3m37.795s

OAK Racing started the defence of its Le Mans LMP2 crown by topping the times at the Test Day with Roman Rusinov and the G-Drive Morgan. The French team gave the Russian driver a low-fuel/new-tyre run at the end of the day and he responded by setting a 3m37.795s, which beat Murphy ORECA driver Karun Chandhok to the top spot by half a second.

"We proved the old car is still quick," says OAK team manager Philippe Dumas, "and it was an impressive lap time from Roman."


Buemi topped the test

EBREY/LAT

LE MANS TEST DAY

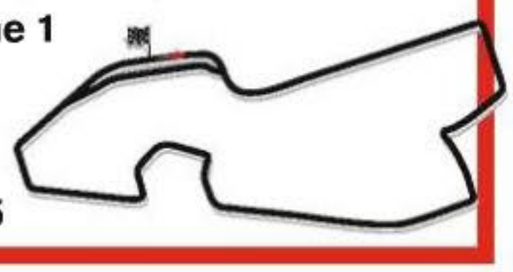
Pos	No	Driver	CAR	TIME
1	#8	Sebastien Buemi	Toyota	3m23.014s
2	#7	Kazuki Nakajima	Toyota	3m23.156s
3	#3	Marco Bonanomi	Audi	3m23.799s
4	#1	Loic Duval	Audi	3m24.453s
5	#14	Neel Jani	Porsche	3m24.692s
6	#2	Andre Lotterer	Audi	3m24.757s


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INDYCAR

Detroit (USA)

May 31-June 1



Round 6/15

Power is Motown's biggest mover

A win and a second place catapulted Penske racer Will Power to the top of the points table in Detroit. By MARK GLENDENNING



RESULTS

RACE 1: 70 LAPS, 164.5 MILES

1	WILL POWER (AUS)	1h49m29.9323s
	Team Penske Dallara-Chevrolet; Grid: 16th-1m18.6807s	
2	GRAHAM RAHAL (USA)	+0.3308s
	Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 9th-1m18.0355s	
3	TONY KANAAN (BR)	+5.5096s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 8th-1m18.0200s	
4	JUSTIN WILSON (GB)	+8.5951s
	Dale Coyne Racing Dallara-Honda; Grid: 19th-1m18.5181s	
5	HELIO CASTRONEVES (BR)	+10.7365s
	Team Penske Dallara-Chevrolet; Grid: 1st-1m17.5362s	
6	JAMES HINCHCLIFFE (CDN)	+11.5074s
	Andretti Autosport Dallara-Honda; Grid: 2nd-1m17.9788s	
7	CARLOS MUNOZ (CO)	+14.8813s
	Andretti-HVM Dallara-Honda; Grid: 11th-1m18.1450s	
8	CARLOS HUERTAS (CO)	+26.5965s
	Dale Coyne Racing Dallara-Honda; Grid: 12th-1m18.4772s	
9	CHARLIE KIMBALL (USA)	+32.5852s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 20th-1m19.1176s	
10	MARCO ANDRETTI (USA)	+33.1818s
	Andretti Autosport Dallara-Honda; Grid: 9th-1m24.7099s	

Winner's average speed: 90.137mph. Fastest lap: Rahal, 1m17.6399s, 108.964mph.
All drivers in Dallara DW12

RACE 2: 70 LAPS, 164.5 MILES

1	CASTRONEVES	1h45m53.3410s
	Grid: 3rd-1m16.3624s	
2	POWER	+1.6836s
	Grid: 8th-1m17.0297s	
3	KIMBALL	+2.9746s
	Grid: 20th-1m18.1871s	
4	SCOTT DIXON (NZ)	+3.4290s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 22nd-1m19.4557s	
5	HINCHCLIFFE	+4.6528s
	Grid: 2nd-1m16.3739s	
6	SIMON PAGENAUD (F)	+4.9894s
	Schmidt Peterson Hamilton Motorsports Dallara-Honda; Grid: 7th-1m16.8539s	
7	MIKHAIL ALESHIN (RUS)	+5.5279s
	Schmidt Peterson Motorsports Dallara-Honda; Grid: 16th-1m18.1119s	
8	MUNOZ	+5.6906s
	Grid: 6th-1m16.9340s	
9	KANAAN	+6.2501s
	Grid: 17th-1m17.3386s	
10	RYAN BRISCOE (AUS)	+6.5923s
	Chip Ganassi Racing Dallara-Chevrolet; Grid: 5th-1m16.5382s	

Winner's average speed: 93.211mph. Fastest lap: Dixon, 1m16.9192s, 109.985mph.

CHAMPIONSHIP

1	POWER	326	6	MUNOZ	210
2	CASTRONEVES	307	7	MONTOYA	187
3	HUNTER-REAY	299	8	DIXON	184
4	PAGENAUD	247	9	WILSON	173
5	ANDRETTI	227	10	BOURDAIS	170

POINTS SYSTEM EXPLAINED:
50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.

ROGER PENSKE IS A MAN OF GREAT INFLUENCE, particularly in the area surrounding Detroit. It didn't help him much in the first two years of IndyCar's return to Motor City, but pulling strings could scarcely have delivered him a better result from last weekend's double-header at Belle Isle.

A team clean sweep of the races would probably have been enough to satisfy him, but he also witnessed Penske drivers move into first and second in the drivers' championship, and engine partner Chevrolet earn its first hometown win of the current era.

The common thread between the two races was that the combination of yellow flags and an unpredictable red (soft) tyre made for a bit of a lottery. On both days, it was possible for a driver to deliver a quick, error-free race, make all of their stops exactly when they'd planned to – and still have no comprehension of how they ended up where they did at the finish.

"I have no idea how my race went," admitted Schmidt's Simon Pagenaud on Sunday evening. "I'll have to go and see what happened with all of the strategies and work it out."

It was even more bewildering for the rookies, like Dale Coyne Racing's Carlos Huertas.

"I feel a bit frustrated with how low we finished," he said. "I was running strong in fifth and then as the pitstops cycled through I ended up further back in the field. If things had gone a bit differently, I could have finished in the top 10."

Those two variables contributed to a third defining quirk of the weekend: qualifying was virtually meaningless, as will soon become clear.

Sunday's race was the more straightforward of the two. Helio Castroneves unloaded for the weekend with a car that was an absolute rocketship and an absolute determination to atone for losing the Indy 500 by a couple of feet seven days earlier. Sometimes that kind of intensity can become a



Mrs Castroneves helps her man to celebrate victory

LAT/MOTTY



Andretti put paid to early leader Sato in Sunday's race

CLEARY/LAT

FOR IN-DEPTH RESULTS
forix.autosport.com
FORIX


LEVITT/LAT

Power won the opener and took second in race two


Sato leads race two from pole

CLEARY/LAT

distraction, but in Detroit it made the Brazilian a force to be reckoned with.

He briefly thought he'd taken pole on Sunday morning, and was just starting to slap his crew on the back when Sato managed to pip him right at the end of the session. Sato was one of a handful of drivers to start the race on a set of new reds, and the only driver to keep them for a full 20-plus-lap stint. They worked for him while they lasted: he led by over 3.4s at one point – but he was less of a threat on the harder tyres. Being punted by Ryan Briscoe and Marco Andretti didn't help him, either.

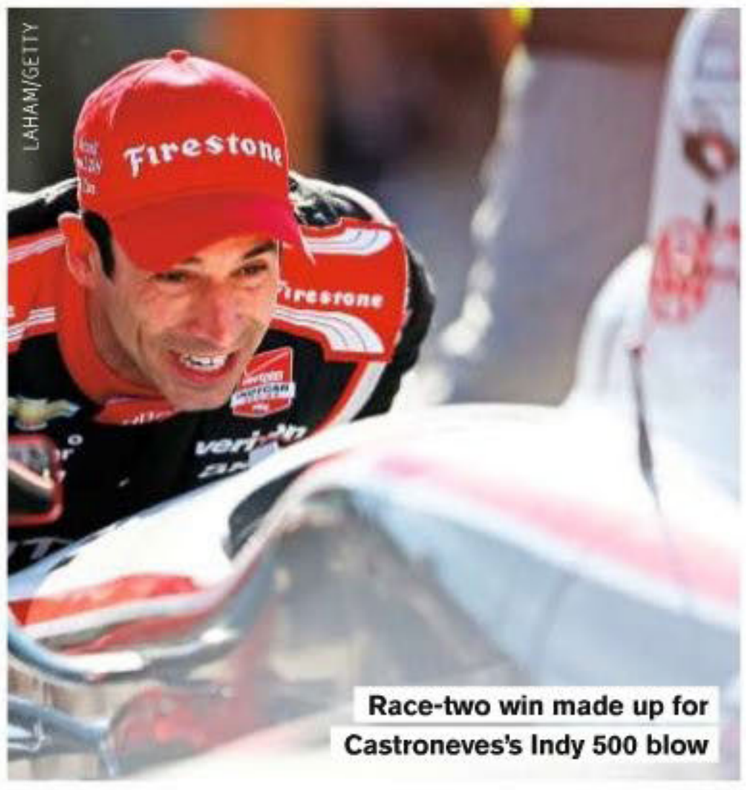
Other drivers led while different strategies played out, most notably Mike Conway, but as the race reached three-quarter distance it became clear that Castroneves was in command. Will Power had found his way into second by that point, but Castroneves was nearly 14s down the road when his advantage was wiped out by a pair of yellows, the first triggered by Sebastien Bourdais skating into the wall, the second by Andretti spinning Sato.

That left Castroneves needing to defend himself against Power on restarts twice within the final eight laps, although Power made it easy for him.

"I wasn't going to attack Helio too hard," he said. "The last thing Roger would want to see is two cars in the wall. I was going to be nice there unless he made a big mistake."

That restraint contributed to a Penske one-two, but there's also the possibility that Power was not wanting to ride his luck. He was fortunate to even be in second place, considering that he'd served a drive-through penalty on lap six for causing an accident that left three other cars needing repairs.

"I was surprised to end up in second," he admitted. "I didn't know where I was for the whole


LAHAM/GETTY

Race-two win made up for Castroneves's Indy 500 blow

race until it went yellow and suddenly, 'oh, there's only one car in front of me, wow'."

The fight over third was a little more intense. In between the final yellows, Scott Dixon was running in the final podium place, which was a minor miracle considering that he'd started from last on the grid. The Kiwi was struggling with brake problems late in the race, but he still decided to risk a move on Power for second. Unable to pull the car up in time, he drifted just wide enough for Charlie Kimball to steal third without having to do much more than stick to his regular line.

By the time Dixon gathered himself up, James Hinchcliffe had also got past but he regained the place a few laps later when the Canadian was shuttled back two places following an unsuccessful attempt to pass Kimball.

Both threats dealt with, Kimball claimed the final podium place; a good result on an afternoon in which he'd started 20th.

"I didn't know how the strategies were going to play out," he said. "I didn't know if yellows were going to help or hurt us. All I know is the guys were telling us, 'when you have clean air, go hard, when you are stuck in traffic, save fuel."

In contrast, the first race was a strategic mess. Yellows came often enough to leave strategies in constant flux, yet with enough space between them to ensure that the race kept a natural flow.

Of all the strategies that were in play, it was Power's that was looking good late in the race, but his chances of winning hinged on being able to deal with Graham Rahal. This was unexpected; prior to Detroit, Rahal's 2014 season had been so awful that he came into the weekend trailing Kurt Busch – who only raced at the Indy 500 – in the points. In Detroit though, his car was absolutely hooked up, and on Saturday Rahal himself rose to the occasion with an outstanding performance.

He never gave Power a moment's respite in the final laps, although he didn't have quite enough to claim the win for himself. His progress was thwarted somewhat by a pretty robust block from Power on a restart, but there were no hard feelings.

"I'd have done the same thing," Rahal admitted.

Tony Kanaan was third, which was his best result since moving to Ganassi.

"It was a weird race," he said. "At some points I couldn't understand what we were doing.

I'm not a big fan of a fuel-saving race, but I have the best guys in the stand there, and they figured it out, and it worked pretty well for us."

There were stories to be told all the way through the field, but perhaps the most resonant was that of Ryan Hunter-Reay, who came into the weekend as the points leader and Indy 500 winner, and left it saying, "I'd like to erase this from my memory".

There's no sugarcoating it: Hunter-Reay's weekend was awful. But what was surprising was how much of it was self-inflicted. A minor accident in qualifying on Saturday left him towards the rear of the grid, and he made little progress during the race before tangling with team-mate Andretti and crashing on the final lap. Sunday qualifying brought another, heavier single-car accident, but the team got the car repaired (again), only for him to nearly run out of fuel, and then eventually drop out with an electrical problem. He left Michigan third in the points behind Power and Castroneves.

However, the only thing worse than a bad weekend is having a lot of time to dwell on it, and in this regard at least, circumstances favour Hunter-Reay. Sunday's chequered flag brought the curtains down on Detroit 2014 – but on Saturday night, they'll all be racing again in Texas. ▶

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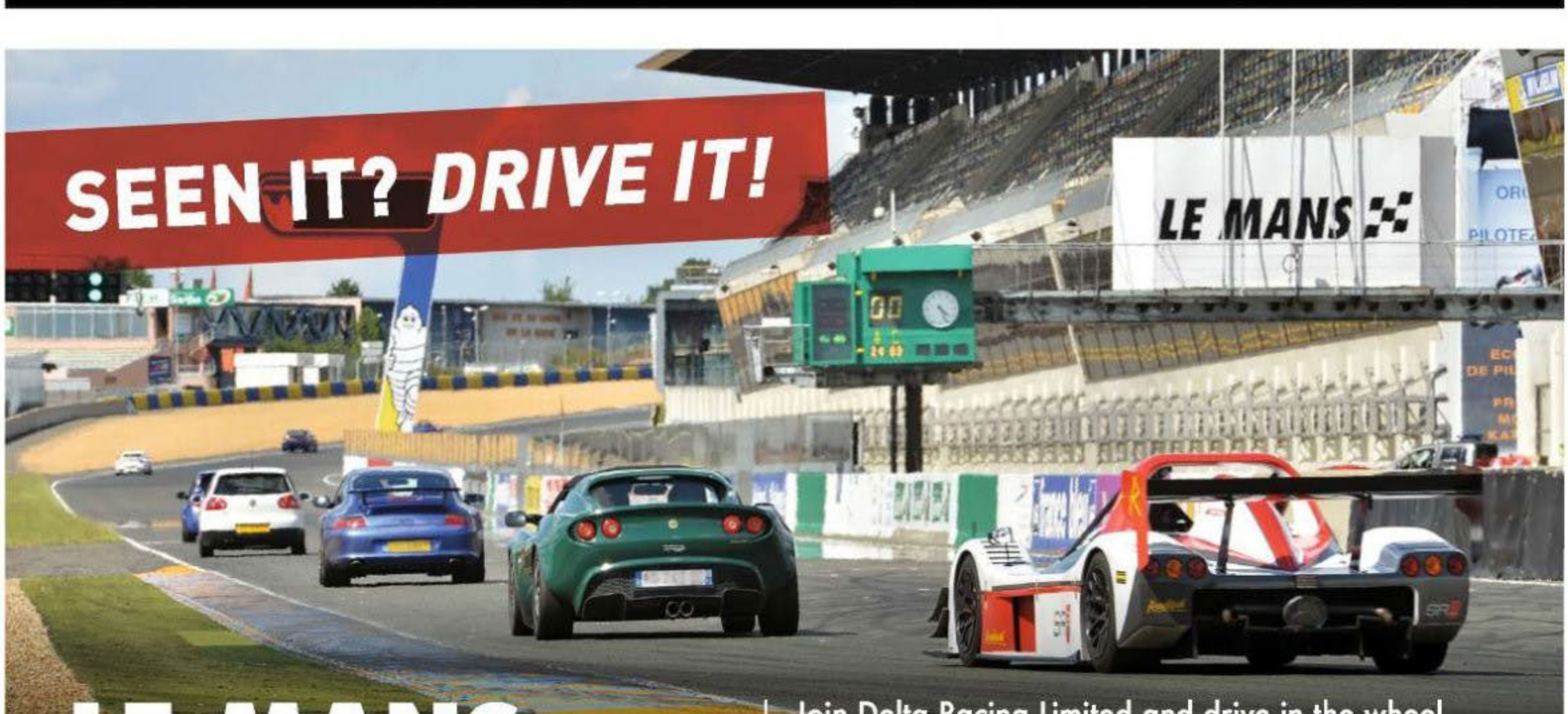
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IN THE PADDOCK

MARK GLENDENNING
INDYCAR CONTRIBUTOR
@m_glendenning




Rahal (right) was on cracking form in Detroit
LABERGE/GETTY

THERE'S ONLY SO MUCH YOU CAN change on a wayward race team before somebody notices the one part that has been there all along. Graham Rahal moved from Ganassi to Rahal Letterman Lanigan for the start of 2013, and since then the team has undergone several major engineering changes, culminating in the poaching of engineering ace Bill Pappas from Dale Coyne Racing during the winter.

Last season, Rahal had some decent results, but was upstaged by James Jakes more frequently than he'd have liked. This year? Until Saturday, it was dire. Not only was he trailing part-time team-mate Oriol Servia in the points going into Detroit, he was also behind Indy-only Kurt Busch. And if the team hadn't commented on the fact that the only constant amid all the changes was Graham, it had still been noticed.

Rahal can drive, but for whatever reason – and everybody has offered different reasons – it wasn't happening. This is not a disaster in itself. Plenty of drivers have rebounded from bad years. Helio Castroneves was off-song in 2011; Marco Andretti was crap in 2012. And at the end of the day, explanations are only worth so much. Rahal needed to deliver on the track, and his performance in Detroit on Saturday was of a standard that would have done Will Power proud had the Australian not been preoccupied with trying to stay ahead of the American.

Rahal's not out of the woods yet. But his race-one performance in Detroit was a shot in the arm right when he needed it most.


LEVITT/LAT

McGEE IN AT GANASSI

Veteran engineer Jim McGee (above) has joined Ganassi to call strategy for Ryan Briscoe. McGee, who will only work for the team on race weekends, has won the Indy 500 four times as an engineer, and helped Nigel Mansell to the 1993 CART title with Newman-Haas.

DETROIT BACK IN '15...

Detroit GP chairman Bud Denker has confirmed that next year's event will again be a double-header. The event's current IndyCar deal expires this year, however a new contract is expected to be signed in the coming weeks.

...AFTER RESURFACING

The Belle Isle circuit will be almost completely resurfaced in the coming weeks, with new concrete to be laid along the entire track except for the straight between Turns 2 and 3. The track surface suffered minor break-up last weekend, although it was repaired without any impact upon the racing.

GANASSI'S TEAM TALK

Ganassi's Charlie Kimball and Scott Dixon admitted that the team was given the hairdryer treatment by Chip Ganassi after its poor performance in qualifying at Detroit on Sunday. "It was a nice pep talk – I think that's what we're calling it now," said Kimball. All four Ganassi cars went on to finish in the top 10 in race two.

KV IN THE WARS

KV Racing's Detroit weekend ended on a sour note, with both Sebastien Bourdais and Sebastian Saavedra retiring through driver errors. "I'm disappointed with myself as I don't make these types of mistakes," said Saavedra. "We have kept the car clean all season so this is unacceptable."

CONWAY: LOST CHANCE

Mike Conway (below) believes a repeat of last year's surprise Detroit victory was possible on Sunday had the cautions worked in his favour. "At the end I was pushing like every lap was a qualifying lap," he said. "We just couldn't get the yellows to fall our way."


WILLIAMS/LAT


Conway is sticking to street/road courses
ABBOTT/LAT

Conway happy with oval choice

MIKE CONWAY SAYS WATCHING last month's Indy 500 from Ed Carpenter Racing's pitwall did nothing to change his mind about retiring from oval racing.

The Brit walked away from oval races just prior to Fontana in 2012, and made occasional cameos last year before landing a full road/street programme with ECR this year. Carpenter, who drives the car for the oval races, qualified on pole at Indy and raced well before becoming involved in a late multi-car accident, but Conway said that he still feels comfortable with his decision.

"I had no ambitions to be out there [at Indy]," he said. "I felt a bit out of the loop, a bit of a spare part. But it was still good to be at the Speedway, especially when the 500 is on. I think Ed will be a threat on all the ovals coming up."

Kanaan rebuffs blocking debate

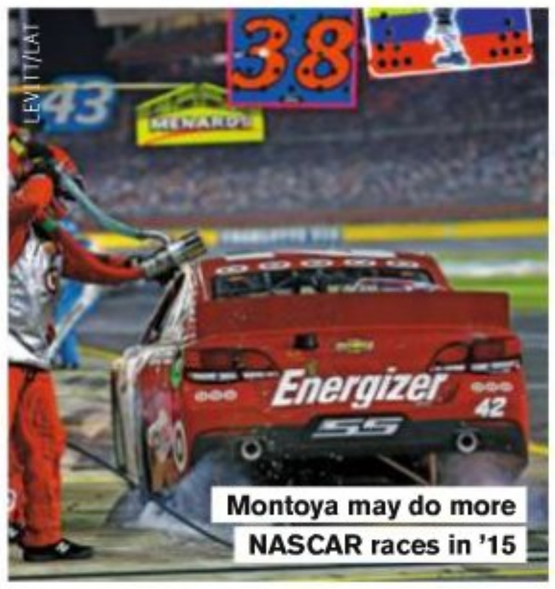
TONY KANAAN BELIEVES THE ongoing debates about blocking are pointless because many of the manouevres are not detectable outside of the car.

IndyCar attempted to clarify its blocking rule at the start of the year by defining it as a direct response to an attack, but Kanaan says that many moves go unnoticed.

"If you believe the guy is going to make a move, before he makes the move, you can protect," he said. "But we can't leave it to the officials to enforce. If we want to block, we will block and you guys will never realise – it will happen so fast. We only get caught when it's blatant."


Kanaan: critical of 'blocking' banter
LAHAM/GETTY

More IndyCar/NASCAR crossovers set for 2015


Montoya may do more NASCAR races in '15
LEVITT/LAT

TEAM PENSKE IS HOPING TO expand Juan Pablo Montoya's NASCAR programme in 2015.

The Colombian returned to IndyCar with Penske this year after a six-year stint in NASCAR with Ganassi, but is confirmed to be running with Penske in the Brickyard and Michigan Cup Sprint races.

Team owner Roger Penske told AUTOSPORT that Kurt Busch's strong performance at Indy could open the door for more IndyCar/NASCAR crossovers, including from within his team.

"I think Kurt has done a great job – and others will see it as an opportunity," he said. "I'm sure there are a lot of guys in NASCAR who'd like to come here [to IndyCar], and vice-versa. We've talked about it – maybe we'll run Montoya in both places in 2015. You never know."

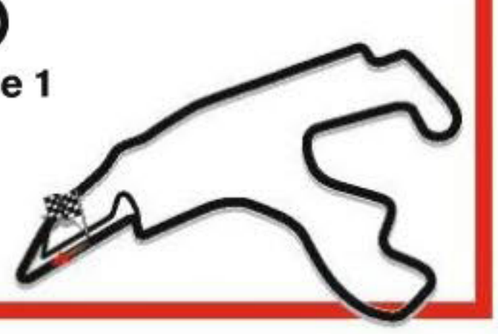
As the only other team to field cars in both IndyCar and Sprint Cup, Ganassi would be another obvious candidate for a dual programme. The team's managing director, Mike Hull, told AUTOSPORT that he is open to the idea of an attempt at the Indy/Charlotte double, but there have been no discussions for 2015 yet.

"We'd consider it, but I think it's way too early to talk about it," he said.

FR3.5

Spa (B)

May 31-June 1



Round 4/9

RESULTS

RACE 1: 18 LAPS, 78.318 MILES

1	CARLOS SAINZ JR (E) DAMS; Grid: 1st-1m58.681s	40m00.447s
2	PIERRE GASLY (F) Arden Motorsport; Grid: 2nd-1m58.802s	+17.030s
3	JAZEMAN JAAFAR (MAL) ISR; Grid: 14th-1m59.260s	+17.916s
4	MATIAS LAINE (FIN) Strakka Racing; Grid: 7th-1m58.994s	+18.861s
5	NORMAN NATO (F) DAMS; Grid: 12th-1m19.472s	+19.472s
6	LUCA GHIOTTO (I) International Draco Racing; Grid: 11th-1m59.206s	+27.725s
7	WILL STEVENS (GB) Strakka Racing; Grid: 15th-1m59.388s	+28.316s
8	MARCO SORENSEN (DK) Tech 1 Racing; Grid: 13th-1m59.229s	+31.380s
9	MARLON STOCKINGER (RP) Lotus (Gravity-Charouz); Grid: 9th-1m59.159s	+31.819s
10	BEITSKE VISSER (NL) AVF; Grid: 18th-1m59.692s	+42.354s

Winner's average speed: 117.501mph. Fastest lap: Sainz, 2m01.450s, 128.996mph.

RACE 2: 21 LAPS, 91.371 MILES

1	SAINZ JR Grid: 1st-1m58.319s	43m24.524s
2	STEVENS Grid: 3rd-1m58.815s	+12.330s
3	ROWLAND Fortec Motorsports; Grid: 2nd-1m58.679s	+15.045s
4	GASLY Grid: 11th-1m59.312s	+15.888s
5	NATO Grid: 10th-1m59.228s	+23.181s
6	JAAFAR Grid: 5th-1m59.058s	+26.953s
7	LAINE Grid: 8th-1m59.075s	+17.337s
8	RICHIE STANAWAY (NZ) Lotus (Gravity-Charouz); Grid: 4th-1m58.955s	+34.420s*
9	MEINDERT VAN BUUREN (NL) Pons Racing; Grid: 15th-1m59.516s	+45.751s
10	SORENSEN Tech 1 Racing; Grid: 9th-1m59.179s	+45.937s

Winner's average speed: 126.324mph. Fastest lap: Laine, 2m02.129s, 128.313mph.
* – includes 20-second penalty for pitting outside of window

DRIVERS' CHAMPIONSHIP

1	SAINZ	124	6	JAAFAR	46
2	GASLY	81	7	MERHI	38
3	ROWLAND	74	8	MARTSENKO	36
4	STEVENS	68	9	STOCKINGER	32
5	NATO	46	10	AMBERG	32

TEAMS' CHAMPIONSHIP

1	DAMS	170	4	STRAKKA	87
2	FORTEC	99	5	LOTUS	46
3	ARDEN	93	6	ISR	46

POINTS SYSTEM EXPLAINED 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



Pit dramas cost Rowland

LEFLOC'H/DPPI

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Sainz romped to two wins at Spa

ROZENDAAL/LAT

Sainz beats title rivals in a straight fight... of sorts

CARLOS SAINZ JR SHARED A FRONT-ROW START with both of his main title rivals at Spa last weekend and twice won comfortably. While his performances were flawless, the misfortune that struck Pierre Gasly and Oliver Rowland when they had the points leader in their sights robbed them of a chance to strike a blow to Sainz's thus-far brilliant season.

Gasly, more so than Rowland, was the master of his own downfall, having boiled his brakes by staying on the pedal when the race-one start was red flagged (see panel, far right). That left him with a soft pedal in the race, and as he battled to somehow finish second – helped by several other frontrunners coming to grief on the opening lap – Sainz cruised away into the distance.

"I was surprised to have such an advantage," said the Spaniard, before his fellow Red Bull junior revealed his brake troubles.

On Sunday it was Rowland's turn to line up alongside Sainz, and DAMS took a bold decision with their man. Fearful of Rowland getting past on the run to Les Combes on lap one, Sainz went for a long top gear and lower downforce set-up. All the teams had discovered earlier in the weekend that this configuration was slower over a lap, but with the shorter gearing that the majority (including Rowland) were going for meaning they were hitting the rev limiter on the straights, DAMS decided it was worth the slower lap time to be out of reach in the places where it mattered.

"I don't know if it was a good call or not," Sainz said afterwards, his championship lead extended to 43 points. "It worked at the start – without it Oliver surely would have passed me then. But we were slower than him – our pace was not as strong as yesterday."

With a quicker car but a gearing that prohibited overtaking, Rowland knew that his only chance to win the race was to jump Sainz during the pitstops. He got the gap down to less than a second, but his race unravelled in the moments that followed. Firstly, he was disappointed to be called in on the same lap as the leader, and as he came to a stop in his pit and pulled the clutch in his car stalled. Eleven seconds were lost, and he was down to fourth, chasing Will Stevens and series returnee Richie Stanaway.

"Our pace was great, like when we won in Motorland, but I don't think I'd have overtaken him," Rowland admitted, after being promoted to third when Stanaway was penalised for pitting outside of the mandatory window. "If we can be this quick everywhere then we'll be all right, because then I can start to win more races. To have to restart the car in the pits and still get a podium is a good result, but I never thought I'd be disappointed with finishing third in this series."

Circumstances had robbed Sainz's pursuers of a fair crack at him in both races, but that couldn't take the shine off of a weekend in which he didn't miss a beat.

"It's the perfect weekend," he said. "And to do it at Spa... if I could choose a track to have a weekend like this, it would be here. It cannot be better."

Sainz wasn't the only one to make a low-downforce gamble work last weekend. After qualifying a lowly 14th for race one Jazeman Jaafar went for a very skinny wing for the race. A multi-car shunt on the opening lap cleared some of the path for him, but after that he still raced his way from 14th to steal third, and what would have been a maiden podium finish for Matias Laine, on the final lap.

"We had to go extreme," said the Malaysian. "Everything was about planning the overtakes and I managed to get the most from it."



Gasly suffered with brakes in race one

GRENIER/DPPI

IN THE PADDOCK



GLENN FREEMAN
ONLINE EDITOR
@glenn_autosport

CARLOS SAINZ JR HASN'T GIVEN HIS title rivals much cause for optimism so far this season, but his main pursuers came away from Spa surprisingly upbeat.

In the case of the points table's new second-placed driver Pierre Gasly, the feeling from the Frenchman and his Arden team was that he made a significant breakthrough last weekend, particularly in terms of getting things together on new tyres in qualifying (see his front-row start for race one). Traffic prevented him repeating that performance on Sunday, but even Sainz was surprised to hear that he'd raced his way through to fourth by the finish. Arden also believes that the higher-downforce tracks coming up will play to its strengths.

Oliver Rowland was buoyed by being quicker than Sainz on Sunday, and the fact that his Fortec team took a double victory at Moscow Raceway last year, and it's a circuit he has experience of and Sainz doesn't.

Next up is Will Stevens, who was oozing with relief on Sunday night after a switch to an older tub – "it's our spare for a reason" – rocketed him back into contention.

Sainz is aware that his dominance is unlikely to continue. He's even been warned by DAMS not to get his hopes up for the Russian event, as the French team doesn't fancy its chances at the Moscow track.



LE FLOC'H/DPPI

Rivals have their eyes on Sainz

BIG NUMBER

1.011s

Gap covering the top 18 cars in qualifying for race one, around Spa's 4.3 mile-lap

FORMULA RENAULT EUROCUP RD 2/7

Bonifacio ties de Vries as Prema rules Belgium

ITALIAN SQUAD PREMA

Powerteam's cars proved to be the kings of Spa for the second year running, allowing Bruno Bonifacio to tie with Nyck de Vries at the top of the Formula Renault Eurocup.

De Vries and Koiranen GP put up a valiant fight all weekend, taking two pole positions, but in race trim the McLaren junior was thwarted. On Saturday the honours went to Prema's Dennis Olsen, while Bonifacio – a winner here last year in a race in which Prema took three of the top four positions – led Olsen home for a one-two on Sunday.

With the FR2.0 cars starting on the support-race grid just before Eau Rouge, there was little De Vries could do to prevent being slipstreamed by the chasing pack on the run to Les Combes. After being swallowed up by several cars on the opening lap of race one he scrapped his way back to second, but had no answer to the pace of Olsen.

A day later some fierce defending at least allowed him to have a crack at keeping the Prema cars at bay, but by lap three Bonifacio was through, and five laps later Olsen followed. De Vries upset the Swede with his defensive driving, which included putting him on the grass on the Kemmel straight as Olsen finally made the pass. De Vries was hit with a grid penalty for the next race in Russia, and could have little complaint.

Olsen, who caught Bonifacio on the last lap and had half a look to the inside in the final part of the Bus Stop chicane, later blamed "some unfair driving" on costing him a proper shot at a double victory.



GRENIER/DPPI

Bonifacio (middle) won race two

RESULTS Race 1 1 Dennis Olsen, 12 laps in 29m10.740s; 2 Nyck de Vries, +1.955s; 3 Bruno Bonifacio; 4 Alexander Albon; 5 Levin Amweg; 6 Egor Orudzhev. **Race 2 1 Bonifacio**, 12 laps in 27m37.090s; 2 Olsen, +0.708s; 3 de Vries; 4 Callan O'Keefe; 5 Amweg; 6 Anthoine Hubert. **Points** 1 De Vries 70; 2 Bonifacio 70; 3 Olsen 47; 4 Orudzhev 30; 5 Amweg 30; 6 Andrea Pizzitola 27.



ROZENDAAL/LAT

Stanaway was quick on return

Stanaway loses return podium

RICHIE STANAWAY WAS FORCED to give up a podium finish on an emotional return to Formula Renault 3.5 two years on from the crash that nearly ended his career.

The GP3 and Aston Martin GT driver was called up to replace the injured Matthieu Vaxiviere, driving for the same Lotus-badged team he raced for in 2012 before a crash in the wet at Spa ended his season. He finished third on the road in race two, but was penalised 20 seconds because his team pitted him too late in the race.

"The fact that it was dry this weekend made it easier for me psychologically," he said. "Sitting on the grid it was pretty weird to be back in the same colours for the same team. It's pretty cool to have another chance. It felt different though – this time I've just been called up because someone is injured."

Old tub helps Stevens move up

WILL STEVENS AND STRAKKA

Racing transformed their fortunes overnight at Spa by switching to an older chassis for race two.

The Briton has been dogged by a lack of pace this season, particularly in qualifying, and after a disastrous opening race the team decided to build a car up around an older tub. It appeared to make a big difference, with Stevens qualifying third and finishing second on Sunday.

"We needed to try something," said Stevens. "We had nothing to lose.

"It's positive that we've seen an improvement straight away. It's given us some answers, and now we need to look at why there's this difference, and explore getting a new tub."

RACE START DRAMAS

Race one at Spa was shortened by four minutes after the start was called off twice by a problem with the lights gantry, which eventually resulted in the red flags being shown while officials worked to fix it. When the race finally got underway, it was reduced from 40 minutes (plus one lap) to 36 minutes (plus one lap).

COMTEC MISSES OUT

Comtec Racing was forced to skip the Spa round last weekend after its only driver, Nikolay Martsenko, lost his funding. It is understood that the Russian's career is over, as his father has stopped providing financial support. Comtec, which won the FR3.5 drivers' title in 2006 with Alx Danielsson, is working to find a new driver to return to the grid.

TUNJO JOINS THE GRID

Oscar Tunjo made his Formula Renault 3.5 debut last weekend, replacing Oliver Webb after the Briton's three-round deal concluded last time out at Monaco. The Colombian (below) qualified on the back row for both races, retiring from race one and finishing 15th in race two.



VAN DER LAAN/LAT

DTM

Hungaroring (H)

June 1

Round 3/10



RESULTS

41 LAPS, 111.616 MILES

1	MARCO WITTMANN (D) RMG BMW M4; Qualifying: 1st-1m36.518s	1h08m35.291s
2	MIGUEL MOLINA (E) Abt Sportsline Audi RS5; Qualifying: 3rd-1:36.757s	+6.615s
3	BRUNO SPENGLER (CDN) Schnitzer Motorsport BMW M4; Qualifying: 9th-1m37.257s	+21.842s
4	EDOARDO MORTARA (I) Abt Sportsline Audi RS5; Qualifying: 12th-1m37.352s	+29.960s
5	ADRIEN TAMBAY (F) Abt Sportsline Audi RS5; Qualifying: 7th-1m37.134s	+30.112s
6	MAXIME MARTIN (B) RMG BMW M4; Qualifying: 4th-1m36.777s	+30.357s
7	JAMIE GREEN (GB) Team Rosberg Audi RS5; Qualifying: 10th-1m37.259s	+34.403s
8	ANTONIO FELIX DA COSTA (P) MTEK BMW M4; Qualifying: 5th-1m36.896s	+34.560s
9	MATTIAS EKSTROM (S) Abt Sportsline Audi RS5; Qualifying: 11th-1m37.301s	+34.826s
10	MIKE ROCKENFELLER (D) Team Phoenix Audi RS5; Qualifying: 13th-1m37.611s	+36.017s
11	ROBERT WICKENS (CDN) HWA Mercedes C-coupe; Qualifying: 17th-1m37.857s	+38.732s
12	NICO MULLER (CH) Team Rosberg Audi RS5; Qualifying: 8th-1m37.174s	+41.105s
13	MARTIN TOMCZYK (D) Schnitzer Motorsport BMW M4; Qualifying: 18th-1m37.945s	+1m00.014s
14	PASCAL WEHRLEIN (D) HWA Mercedes C-coupe; Qualifying: 16th-1m37.846s	+1m00.170s
15	JOEY HAND (USA) RBM BMW M4; Qualifying: 14th-1m37.644s	+1m04.407s
16	DANIEL JUNCADELLA (E) RSC Mucke Mercedes C-coupe; Qualifying: 20th-1m38.216s	+1m04.809s
17	VITALY PETROV (RUS) RSC Mucke Mercedes C-coupe; Qualifying: 22nd-1m38.960s	+1m19.739s
18	PAUL DI RESTA (GB) HWA Mercedes C-coupe; Qualifying: 19th-1m38.133s	+1m25.635s
19	TIMO GLOCK (D) MTEK BMW M4; Qualifying: 2nd-1m36.731s	+1m28.687s
20	CHRISTIAN VIETORIS (D) HWA Mercedes C-coupe; Qualifying: 23rd-1m39.022s	+5 laps
21	AUGUSTO FARFUS (BR) RBM BMW M4; Qualifying: 6th-1m37.061s	+10 laps
R	TIMO SCHEIDER (D) Team Phoenix Audi RS5; Qualifying: 15th-1m37.766s	10 laps-rear suspension
R	GARY PAFFETT (GB) HWA Mercedes C-coupe; Qualifying: 21st-1m38.384s	1 lap-accident damage

Winner's average speed: 97.640mph. Fastest lap: Muller, 1m37.556s, 100.460mph.

DRIVERS' CHAMPIONSHIP

1	WITTMANN	50	6	VIETORIS	25
2	ROCKENFELLER	31	7	SPENGLER	23
3	MORTARA	27	8	EKSTROM	20
4	MOLINA	26	9	FARFUS	14
5	TAMBAY	26	10	DI RESTA	12

MANUFACTURERS' CHAMPIONSHIP

1	AUDI	144	3 MERCEDES	41
2	BMW	118		

POINTS SYSTEM EXPLAINED
In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



Tambay finished fifth for Abt Audi

XPB/LAT

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Wittmann leads Glock, da Costa and the pack

XPB/LAT

Wittmann unlocks secret of success for second time

MARCO WITTMANN SEEMS TO HAVE UNLOCKED THE secret to the DTM's 2014 sporting regulations – qualify on the front row, start on the option tyre, sprint into an unassailable lead, and take home 25 points. For the second time this season, Wittmann made DTM success look that simple at the Hungaroring.

Just like Hockenheim, the RMG BMW led the field out of turn one and never looked back. An awesome opening stint on the option tyre was followed by a faultless stop, and a measured drive on the harder Hankooks over the last 22 laps to take his second career win and reclaim the championship lead.

It sounds so simple, and it looked even simpler. But of course, there was a level of complexity; just one mistake might have left him vulnerable to those on the option tyre in the second stint of the race. Like in Hockenheim a month ago, perfection was key to victory.

"If you lead a race like this, you need to be focused and stay focused the whole race. It's not easy to make no mistakes," Wittmann explained. "When you switch to the prime tyre you never know if the option runners will come close to you at the end of the race.

"The key was to win the start, be first at the first corner, which we were. I already had quite a good lead before the first pitstop, which really gave me some confidence."

Miguel Molina finished second in his Abt Audi, but even he conceded later that he had no answer to Wittmann's pace. Still, it was an impressive drive from the Spaniard, particularly given that he was on the same risky strategy as Wittmann, and wasted the first 16 laps clearing the similarly option-shod M4s of Timo Glock and Antonio Felix da Costa before he could get into second place. That he was able to keep clear of the hard-charging second-stint option brigade in the closing laps – and by a margin of 15 seconds – is testament to his consistency and pace.

The leader of that hard-charging option pack in the closing stages of the race was Bruno Spengler. Starting ninth, the 2012 series champ went for what is fast becoming the go-to strategy for anyone behind the front row – starting on the prime, flying home on the option.



Glock and Mortara fought an aggressive race-long duel

XPB/LAT

Spengler actually secured the podium spot in the first half of the race when he got ahead of other prime-shod cars such as Adrien Tambay, Maxime Martin and Nico Muller. Once the lead car on the harder rubber, he was in the perfect position to nab a podium, especially with his BMW friends Glock and da Costa giving him a clear path through during the action-packed last few laps.

Edoardo Mortara finished fourth after a battle with Glock that lasted almost the entire race. The pair smashed panels on numerous occasions while scrapping over what was initially third, and later became fourth.

In the latter stages of the race Mortara managed to pull clear to secure the spot, but Glock's Audi problems weren't over. With Tambay and Martin already through for fifth and sixth, Glock clashed with Nico Muller at turn one on the very last lap in what was an ambitious effort to hold off the much faster rookie.

The contact was enough to ruin both drivers races, leaving Muller frustrated that he missed out on a career-best finish, and Glock annoyed to the point where he paid Audi team chief Dieter Gass a visit in the hospitality unit at the end of the race.

"I just wanted to invite all the Audi drivers for dinner!" he quipped when asked what they'd talked about. "No, I just told him my point, that he should control his drivers a bit more."

Among the chaos, three drivers scored their first points of the season. Martin finished sixth, Brit Jamie Green seventh, while da Costa finally turned a Q3 appearance into points with eighth.

IN THE PADDOCK

ANDREW VAN LEEUWEN
DTM CONTRIBUTOR
@avlmelbourne



MARCO WITTMANN HAS TAKEN A few people by surprise so far this season.

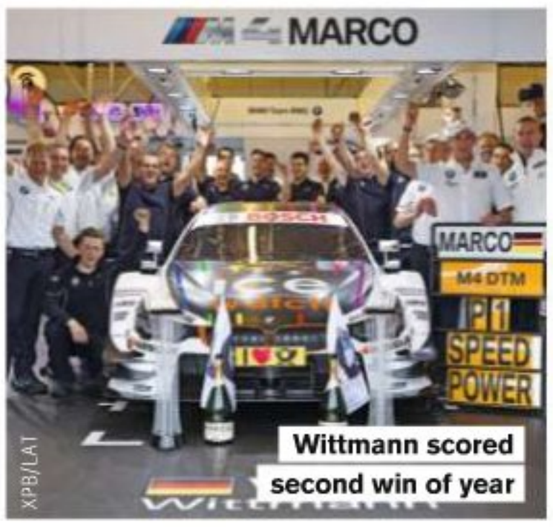
It's not that there was any great lingering doubt around the paddock pre-season as to whether or not he was a good driver. That BMW went to the trouble of plucking him out of F3 and giving him a year of DTM testing in 2012 says everything you need to know about his potential.

What's surprising, though, is that Wittmann has quickly gone beyond being just good. It's a big call, but his drives in Hockenheim and Hungary were perfect, to the point where he has been able to make a quality field of drivers look average. He's not a great driver yet – it takes more than two wins to earn that status – but there are some good signs.

I'd say nobody saw Wittmann's form coming, but that's not true. BMW did, and chief Jens Marquardt has a theory about why Wittmann has evolved into a winner.

"We definitely expected him to make a step," he says. "Marco is a person who listens, and you can show him and teach him. He's definitely not under the impression that he is already the fantastic and fully-moulded race driver. He's eager and keen to develop and to learn."

That suggests there's more to come from Wittmann, which is great news for BMW, and horrible news for the other 22 drivers in the field.



Wittmann scored second win of year

Merc progress: slow but steady

MERCEDES IS CONFIDENT THAT it has improved its troublesome C-coupe DTM machine, despite failing to score any points in Hungary.

For the second time this season, all five cars eliminated from Q1 were from Stuttgart, and as at Hockenheim the Three-Pointed Star was unable to score a single point on Sunday – Robert Wickens' solid drive yielding a brand-best 11th.

While the results look poor on paper, Mercedes DTM chief Wolfgang Schattling says there are definite signs of improvement. "The drivers feel that we already have improved the car," he said.

"It doesn't look like that in the timesheets, but the general feeling from the drivers is that the car is much better to drive."

Wickens agrees that there is a notable step-up in performance.

"From where we started the year to where we are now, I'm much happier with the car," he said. "I feel more comfortable in the car, and I think we're going down the right path."

Pascal Wehrlein was the next best of the Mercedes back in 14th, with Daniel Juncadella 16th and Vitaly Petrov 17th. Paul di Resta finished 18th, having run inside the top 10 before contact with Martin Tomczyk damaged his steering, the Scot finishing 18th.

Gary Paffett, meanwhile, was the first non-finisher of the race after being taken out on the first lap as a by-product of Christian Vietoris hitting Joey Hand on the run to turn two.

Vietoris, who had won just two weeks earlier in Oschersleben, qualified last and finished 20th.



No points for Juncadella and Co



Paffett was punted into spin at Turn 2

Paffett's anger gets redirected

GARY PAFFETT MADE NO SECRET that he was upset with his HWA Mercedes team-mate Christian Vietoris after being taken out on the first lap via Joey Hand.

Paffett's first reaction was to blame Hand, which he did on the world TV feed, but he later apologised to the American.

"Racing is racing, but it was a hard hit – it's really stupid that early in the race," said Paffett.

"Someone said it was Joey who hit me. I was very outspoken about Joey, but I looked at the video afterwards. Joey seemed to be under control, and Christian hit him. I was there to greet Joey to say sorry."

QUALIFYING STALLED

Qualifying started at 6:10pm last Saturday, three hours later than at the previous round at Oschersleben, so that German broadcaster ARD could back it on to its coverage of the Word Triathlon Series from London. It will be even later at the Spielberg round in August, with another scheduling commitment resulting in a 6:40pm start time.

DA COSTA ON FORM

Series rookie Antonio Felix da Costa maintained his 100 per cent Q3 record with a third-straight appearance in the top eight on Saturday evening at the Hungaroring. He went on to qualify fifth.

NO JOY FOR SCHEIDER

Audi's Timo Scheider was a non-finisher in Budapest, retiring on lap 10 with a rear suspension problem after picking up some damage in traffic during the opening few laps.

...OR FOR FARFUS

BMW driver Augusto Farfus (below) was another to have a tough afternoon, technical problems leaving him 10 laps down on the leader by the finish.



REMEMBER WHEN



The DTM last held a round at the Hungaroring? It was September 1988, and Johnny Cecotto clean-swept the weekend with pole position and two race wins in his Mercedes.

Molina happy with team switch

MIGUEL MOLINA SAYS HIS off-season switch from Phoenix Racing to Abt is playing its part in his stand-out pace in 2014.

"I'm the same driver, but for sure, when you're happy, everything works with the team," the Spaniard said after finishing second in Hungary.

"I was not bad [at Phoenix], we did some really good results and won the team championship. But, from the first moment when we changed [to Abt] this year, I felt really good with my group, and this helps a lot. The car, it fits really well to my driving.

"I'm really happy to be in this situation."



Molina is happier after Abt switch

Euro F3

Hungaroring (H)

May 31-June 1



Round 4/11

RESULTS

RACE 1: 21 LAPS, 57.167 MILES

1	TOM BLOMQVIST (GB)	**33m58.653s**
	Carlin Dallara-Volkswagen F312; Qualifying: 2nd-1m35.669s	
2	ESTEBAN OCON (F)	**+4.897s**
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 1st-1m35.585s	
3	FELIX ROSENQVIST (S)	**+13.180s**
	Mucke Motorsport Dallara-Mercedes F312; Qualifying: 6th-1m36.218s	
4	LUCAS AUER (A)	**+14.517s**
	Mucke Motorsport Dallara-Mercedes F312; Qualifying: 5th-1m36.196s	
5	JORDAN KING (GB)	**+17.592s**
	Carlin Dallara-Volkswagen F312; Qualifying: 8th-1m36.347s	
6	JULES SZYMKOWIAK (NL)	**+34.332s**
	Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 14th-1m36.953s	
7	FELIX SERRALLES (USA)	**+36.090s**
	Team West-Tec Dallara-Mercedes F314; Qualifying: 10th-1m36.586s	
8	DENNIS VAN DE LAAR (NL)	**+39.033s**
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 11th-1m36.692s	
9	MITCH GILBERT (AUS)	**+42.057s**
	Fortec Motorsport Dallara-Mercedes F313; Qualifying: 16th-1m37.111s	
10	SEAN GELAEL (RI)	**+42.765s**
	Carlin Dallara-Volkswagen F312; Qualifying: 12th-1m36.736s	

Winner's average speed: 100.949mph. Fastest lap: Blomqvist, 1m36.269s, 101.798mph.

RACE 2: 21 LAPS, 57.167 MILES

1	OCON	**34m14.307s**
	Qualifying: 1st-1m35.800s	
2	ANTONIO FUOCO (I)	**+6.977s**
	Prema Powerteam Dallara-Mercedes F312; Qualifying: 2nd-1m36.099s	
3	AUER	**+7.373s**
	Qualifying: 3rd-1m36.157s	
4	ROSENQVIST	**+8.294s**
	Qualifying: 4th-1m36.264s	
5	BLOMQVIST	**+9.449s**
	Qualifying: 6th-1m36.360s	
6	ANTONIO GIOVINAZZI (I)	**+12.957s**
	Carlin Dallara-Volkswagen F312; Qualifying: 7th-1m36.389s	
7	GUSTAVO MENEZES (USA)	**+13.473s**
	Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 12th-1m36.663s	
8	SERRALLES	**+25.804s**
	Qualifying: 11th-1m36.649s	
9	NICHOLAS LATIFI (CDN)	**+26.769s**
	Prema Powerteam Dallara-Mercedes F314; Qualifying: 10th-1m36.617s	
10	JOHN BRYANT-MEISNER (S)	**+28.559s**
	Fortec Motorsport Dallara-Mercedes F312; Qualifying: 15th-1m36.936s	

Winner's average speed: 100.180mph. Fastest lap: Ocon, 1m37.049s, 100.980mph.

RACE 3: 17 LAPS, 46.278 MILES

1	OCON	**28m11.326s**
	Qualifying: 1st-1m35.827s	
2	FUOCO	**+4.756s**
	Qualifying: 2nd-1m36.102s	
3	AUER	**+5.663s**
	Qualifying: 3rd-1m36.216s	
4	MAX VERSTAPPEN (NL)	**+6.875s**
	Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 5th-1m36.400s	
5	GIOVINAZZI	**+8.390s**
	Qualifying: 6th-1m36.451s	
6	BLOMQVIST	**+8.901s**
	Qualifying: 7th-1m36.471s	
7	SERRALLES	**+11.142s**
	Qualifying: 10th-1m36.727s	
8	MENEZES	**+14.162s**
	Qualifying: 12th-1m36.917s	
9	JAKE DENNIS (GB)	**+16.124s**
	Carlin Dallara-Volkswagen F312; Qualifying: 13th-1m36.948s	
10	LATIFI	**+17.034s**
	Qualifying: 9th-1m36.687s	

Winner's average speed: 98.503mph. Fastest lap: Ocon, 1m36.779s, 101.262mph.

DRIVERS' CHAMPIONSHIP

1	OCON	**232**	**6**	GIOVINAZZI	**79**
2	BLOMQVIST	**150**	**7**	ROSENQVIST	**76**
3	AUER	**137**	**8**	KING	**70**
4	FUOCO	**103**	**9**	DENNIS	**56**
5	VERSTAPPEN	**80**	**10**	LATIFI	**49**

POINTS SYSTEM EXPLAINED In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

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Ocon leads Fuoco and Auer in the second race

XPB/LAT

No stopping Ocon as he takes two dominant wins

ESTEBAN OCON'S FORMULA 3 EUROPEAN Championship statistics make for some frightening reading for the rest of the field.

Just 12 races into the Frenchman's rookie year, he's won five, been on the podium 11 times, been in the points in every single race, and has started from pole position on eight occasions.

Oh, and there's the small matter of the 82-point championship lead the Lotus F1 Junior already holds over second-placed Tom Blomqvist.

Ocon was in close to perfect form last weekend at the Hungaroring. His race-two win was sublime – a genuinely dominant, untroubled race from pole until the chequered flag. He steered his Prema Powerteam car to victory in race three too, managing the tricky conditions to ensure he was at the front of the field when the race was called off three laps early due to increasing rain.

The only blot on Ocon's Hungarian copybook was race one – or to be more specific, the start of it. With overtaking essentially impossible around the twisty circuit, two things were crucial across the weekend: qualifying, and starts. With three pole positions, Ocon certainly nailed the qualifying part, but a poor getaway in the first 21-lap outing cost him a clean sweep of the weekend. While he slipped back to fourth on the first lap, Blomqvist, who started second, bolted into a lead he would hold until the end. Ocon was able to quickly get back into the runner-up spot, but his tyres simply baked in Blomqvist's dirty air, and he was forced to settle for second.

Typical of an ambitious young driver looking to take on the world, it was the mistake, and not the two wins, that was on Ocon's mind at the end of the weekend.

"Not everything is perfect," he said. "I still have a few points to work on, especially my starts, but I'm sure we can improve that. It's my reaction, and it's my procedure. I need to work on my technique. We'll work on that during the break."

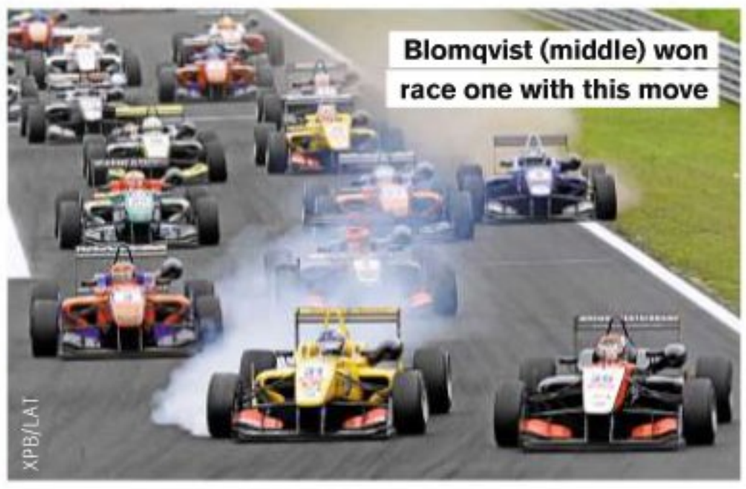
Ocon's Prema team-mate Antonio Fuoco finished the weekend with two second positions, both coming on Sunday. The first ended a four-race run of points-less finishes, the most recent of which was a Saturday effort in which the Italian Ferrari protege make two trips down pitlane to serve penalties, after first using too much run-off at Turn 4 (a common theme across the weekend), and then crossing the white line while rejoining the track after serving the first drive-through.

But Fuoco was much more measured on Sunday, two good drives boosting the Formula Renault ALPS champion to fourth in the standings.

Lucas Auer had a consistent weekend for Mucke Motorsport, backing up fourth on Saturday with two thirds on Sunday. With race-one winner Blomqvist managing just fifth and sixth in Sunday's two races, Auer is now within striking distance of second place in the championship. For Auer's team-mate Felix Rosenqvist it was another topsy-turvy weekend. The Swede was third on Saturday afternoon, fourth on Sunday morning, and on for second place after a stunning first lap on Sunday evening, only to be handed a drive-through for disobeying track limits, which dropped him to 17th.

"I think that was a very tough decision," said Rosenqvist. "I was given no previous notice that I was under investigation."

For the other star rookie, Max Verstappen, it was a tough weekend. The Van Amersfoort driver was on for third place in the first race, only to be sidelined with a clutch problem. In race two his chances of points were blown when he was forced to make an unscheduled trip down pitlane thanks to those pesky track limits. Finally, in the last race of the weekend, the Dutchman was able to bank some points, coming home fourth.



Blomqvist (middle) won race one with this move

XPB/LAT

IN THE PADDOCK

ANDREW VAN LEEUWEN
EURO F3 CONTRIBUTOR
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Fuoco, Ocon, Auer: hard to beat in Macau?

I'M NOT USUALLY ONE TO WISH TIME away, but I'm already looking forward to this year's Macau Grand Prix.

I say that based on what I've seen of this year's Formula 3 European Championship. The Class of F3 2014 is strong, and I can't wait to watch them all going hammer-and-tongs around the Macau Guia circuit.

Despite Esteban Ocon's domination, it really is a strong year for F3. During the Hungaroring weekend, a friend of mine in the paddock summed it up perfectly. "It's like every weekend is Macau this year," he said. "The field is so strong, there are no easy weekends. Think about it: if a guest driver shows up in Macau this year, where would he finish? Would he really be quicker than guys like Ocon, Rosenqvist, Auer or Blomqvist?"

It's a good point. For the sake of the argument, let's say that Antonio Felix da Costa comes back for another crack at Macau this year (which, for the record, would be awesome). He's been able to slot into frontrunning form the past two years, but it may not be so easy this time around. I'm not saying he'd be down near the back, but the regular European F3 guys are not going to be easy to stroll in and beat.

The saving grace could be that some of the regulars will be Macau rookies, but let's face it, being a rookie doesn't seem to be much of an issue in 2014. In race three at Hungaroring, Max Verstappen was fourth outright – and third rookie.

The Macau Grand Prix may still be a few months away but, if what we're watching here in Europe is anything to go by, it can't come soon enough.

Gilbert in clear for rest of year

FORTEC DRIVER MITCH GILBERT will contest all remaining rounds of the Formula 3 European Championship, except for Moscow.

Following fears that Fortec's drivers may sit out some of the rounds later in the year due to financial constraints, the Australian has now put together a budget that will allow him to race in all but the Russian event, which the team had already confirmed it would miss.

"I'm definitely doing the rest," he confirmed last weekend. "I've got some good support right through to Macau.

"It's good to have it sorted. We've struggled a bit here [at Hungaroring], but we've been improving a lot this year, so really wanted to keep going."

Meanwhile, there is still some doubt over the immediate future of Gilbert's Fortec team-mate John Bryant-Meisner. The Swede will also sit out the Moscow round, and says he is still unclear what his programme will be following the Spielberg round in August.

"There is a chance that we will do the rest of the rounds, but nothing is 100 per cent," he told AUTOSPORT. "We will sit down soon and see what we do this year, or if we put everything into next year."

Both Fortec drivers struggled at Hungaroring, Gilbert's ninth place in race one the highlight. He finished 11th in race two, before a drive-though penalty left him 23rd in race three. Bryant-Meisner was 14th in race one, 10th in race two and 12th in race three.



While Gilbert is sorted, Bryant-Meisner is uncertain

Da Costa's new Macau link

ANTONIO FELIX DA COSTA IS not ruling out a return to the Macau Grand Prix this year.

The Portuguese driver won the prestigious Formula 3 race back in 2012, and fell just short of making it two in a row when he finished second last year.

Now he says he has had an offer to have another crack at a second Macau crown and that, despite already doing double duties with BMW's DTM team and Red Bull Racing's F1 programme, he's giving it some serious thought.

"I've had the proposal," he told AUTOSPORT last weekend. "I'll think about it. I'd love to, but I have to see."

Da Costa first raced at the Guia circuit back in 2010.



Da Costa could trade in BMW for Dallara

XPB/LAT



VAR DUO STEPS UP

Van Amersfoort Racing pair Jules Szymkowiak and Gustavo Menezes enjoyed their most successful weekends to date at the Hungaroring. Dutchman Szymkowiak claimed his first points with sixth in the opening race, while American Menezes (above) scored a seventh and an eighth in the two Sunday races.

FERRUCCI ALL SET...

American Santino Ferrucci celebrated his 16th birthday last weekend in Hungary, so will finally be old enough to race an F3 car in the next round at Spa. Ferrucci, who will drive with EuroInternational, will in the meantime get two outings in German F3, at Spielberg next weekend and Hockenheim the weekend after.

...BUT AGOSTINI IS OUT

Don't expect to see Riccardo Agostini back at Eurointernational. The Italian wasn't at the Hungaroring round, and AUTOSPORT understands he has parted ways with the team.

JONES BACKS DOWN

Ed Jones was another absentee in Hungary. The Carlin driver sustained a back injury at Pau, which was since been diagnosed as a fractured vertebra. He will also miss the next two rounds, with a planned return in July at Moscow.

BIG NUMBER

5

Esteban Ocon has won five races so far this season, the same amount as 2013 champion Raffaele Marciello had taken at the same point last season. But Ocon is 17.5 points ahead of where Marciello was.

King abdicates place on grid

BRITON JORDAN KING SACRIFICED starting the third race at the Hungaroring in a bid to avoid further grid penalties later in the season.



King knocked out by penalty fear

XPB/LAT

The Carlin driver enjoyed a positive start to the weekend, taking fifth in the first race. But he was sidelined with an engine problem in race two, with the team subsequently deciding to withdraw the entry from race three so it can be repaired, rather than fit a new engine and face 10-place grid penalties at the next three races, carrying over to the next round at Spa-Francorchamps in three weeks' time.

King would have started three in Hungary from eighth place.


Pommer was man on form at Monza

ALL PICS: PHOTO-4/AUTO GP

AUTO GP MONZA (I), MAY 31-JUNE 1 RD 4/8

Pommer gears up for new title assault

MARKUS POMMER MADE SIGNIFICANT inroads into the absent Kimiya Sato's series point's advantage with a win and a third place at Monza.

The German was the class of the field for most of the weekend and even a recurring gear-selection problem could not spoil the Super Nova driver's 40-point haul.

Pommer led away from a well-earned pole position in race one, as fellow front-row starter Christof von Grunigen fluffed his debut start and his Zele Lola-Zytek was swamped as they headed to the Rettifilo chicane. Von Grunigen's misery was compounded at the end of lap two when, in aggressively trying to make up for his poor start, he ended his and Loris Spinelli's race in the gravel trap at Parabolica.

Pommer was able to open up an immediate gap to Kevin Giovesi, stabilising his advantage at just over a second before a faultless pitstop.


Giovesi took win in second race

Giovesi's chance of challenging for victory ended when his own mandatory stop saw the Eurotech team struggle to detach the left-rear wheel. The delay dropped the frustrated Italian down to eighth place at the chequered flag, his only consolation being that he would start the reversed-grid race from pole position.

It looked a routine victory for Pommer, but there had been concerns even before the start. "On the reconnaissance lap I felt there was something not right with the downshift and I was really worried because in free practice we had a similar issue," he said. "So the team changed the settings on the grid but it didn't make too much difference. The biggest issue was going from sixth to fifth gear, so I had to brake a lot earlier, especially at Parabolica. Despite this the team did a great job with the pitstop and the car felt excellent throughout the race."

Tamas Pal Kiss secured the runner-up position after Giovesi's delay. He chipped away at the gap to Pommer, finishing just over 1s adrift.

Michela Cerruti scored her best result in Auto GP after an assured run to third. With an annoying vibration on her car, the Milanese was delighted to make the podium at her home track and robustly defended her position from Andrea Roda throughout the latter stages.

The two had a gentle touch at the Rettifilo that resulted in a piece of Cerruti's bodywork flying off at the Parabolica on the final lap, and the local woman needed all the skills of her recently acquired psychology degree to stay cool and take the chequered flag ahead of her rival.

An uneventful race two saw Giovesi control proceedings from the start, maintaining a consistent two-second gap over the Virtuosi UK car of Roda for his second victory of the season.

While Giovesi and Roda were largely untroubled, behind them battles raged with front-row starter Giuseppe Cipriani acting as the cork in a multi-car scrap for third place.

Although Pommer took several cars on the run down to Rettifilo, his team called him in for an early mandatory stop to avoid losing time behind the obstinate Cipriani. It paid dividends for the German and a clear track propelled him to third.

Yoshitaka Kuroda, who moved across from the Zele Racing team to join the Vincenzo Sospiri-led Euronova squad for Monza, took a solid fourth place ahead of Kiss, who rued a slow start to race two.

● Sam Smith


Cerruti (88) won this fight with Roda

RESULTS

Race 1 1 Markus Pommer (Super Nova International), 17 laps in 28m20.934s; 2 Tamas Pal Kiss (Zele Racing), +1.027s; 3 Michela Cerruti (Super Nova); 4 Andrea Roda (Virtuosi UK); 5 Michele la Rosa (Euronova Racing); 6 Francesco Dracone (Super Nova). **Race 2 1 Kevin Giovesi (Eurotech Engineering)**, 15 laps in 25m04.813s; 2 Roda, +2.406s; 3 Pommer; 4 Yoshitaka Kuroda (Euronova); 5 Kiss; 6 Shinya Michimi (Euronova). **Points 1 Kimiya Sato, 114**; 2 Pommer, 105; 3 Kiss, 101; 4 Giovesi, 82; 5 Roda, 80; 6 Cerruti, 55.

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UNITED SPORTSCAR DETROIT BELLE ISLE (USA), MAY 31 RD 5/13

Taylors swift and strong in Detroit fight

RICKY AND JORDAN TAYLOR FLEW TO Le Mans with their Detroit USC winners' trophies stowed safely in the overhead lockers, but the brothers were forced to endure two nailbiting moments in the final lap in order to get the job done.

With Ricky at the wheel, the Wayne Taylor Racing Dallara Corvette had gone into the final phase of the race needing to keep the Action Express Coyote Corvette driven by Joao Barbosa at bay, and as the laps ticked away that was looking like an increasingly tough task.

What had been a lead of over 3s was swiftly slashed to a few tenths and, with Taylor having leaned heavily on his tyres to build a gap in the first place, the momentum appeared to lie with Barbosa. Two laps from the finish the Portuguese dived to Taylor's outside, but the leader slammed the door shut and Barbosa was fortunate to avoid the wall. Next time around he tried the same thing, but this time when Taylor moved across, Barbosa went the other way and passed him on the inside.

Taylor stayed with him, and the pair made heavy contact on the run to Turn 4. The hit pushed Taylor against the wall and allowed Barbosa to get away, but any illusion that Taylor had come off the worst was shattered when Barbosa's left-rear tyre exploded.

That put Taylor back into the lead, but it had also allowed Richard Westbrook to catch him in the Spirit of Daytona Coyote Corvette. The pair crossed the line separated by just a couple of tenths.

"When he put us in the wall the only thing I was thinking was either he is going to have a tyre go down or I was definitely going to break because it was a hard hit," Taylor said. "For those last couple laps it was really tooth and nail."

The result gave Corvette a one-two against the backdrop of GM's world headquarters, and it would have been a 1-2-3 were it not for Barbosa's exit. Instead, the final place on the podium was claimed by Olivier Pla, who was a fair way down the road in his OAK Morgan LMP2.

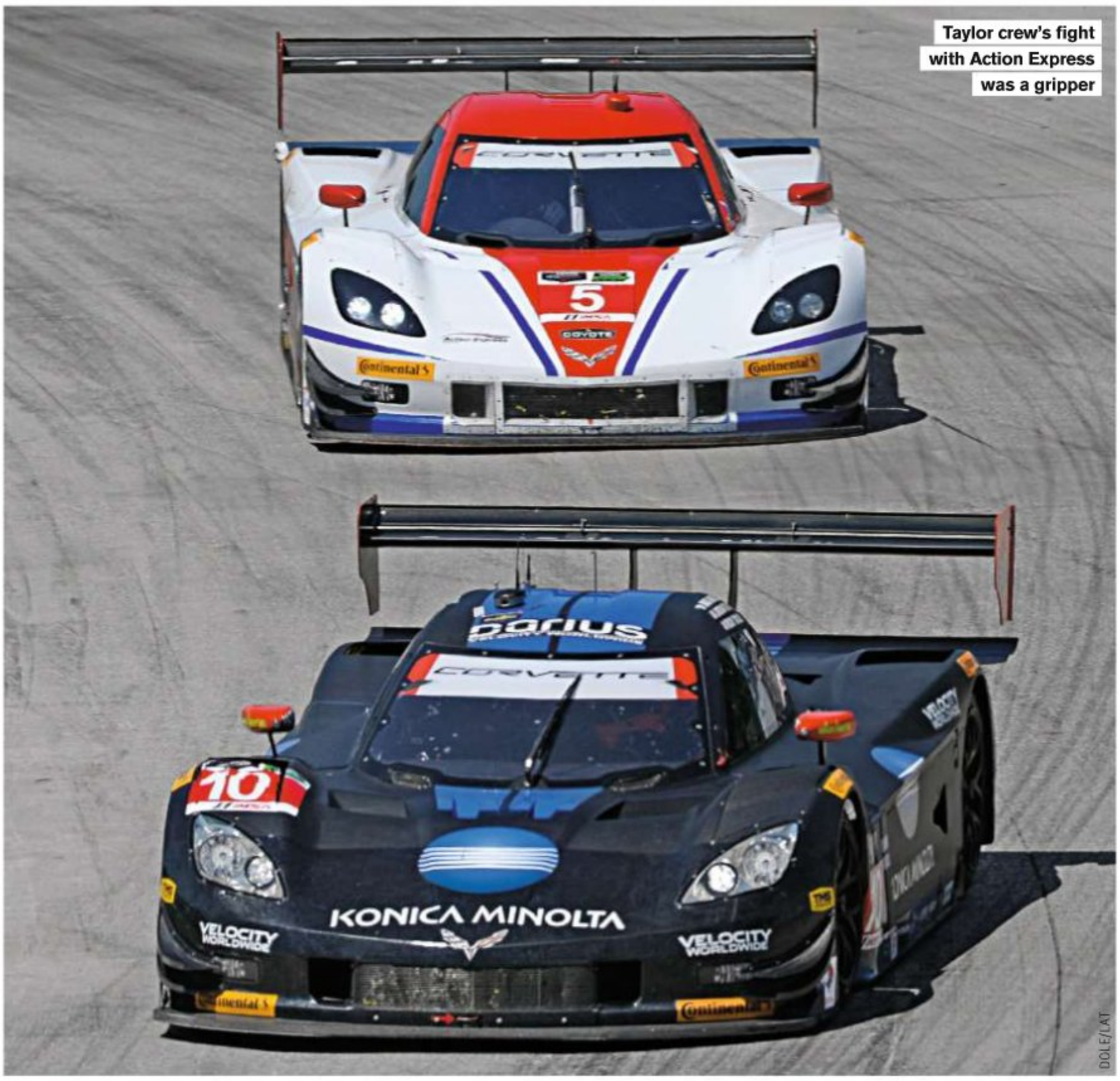
The only other category on hand in Detroit was GT Daytona, and the competition for class honours was no less intense than the outright battle. Scuderia Corsa Ferrari's Alessandro Balzan picked up the lead when Tomy Drissi pitted with 33 laps to run, but as the race entered its final phase he found himself under increasing pressure from Spencer Pumpelly in the Flying Lizard Audi.

Pumpelly made several attempts to get past, all without success, although he had a clear advantage in car speed and each rebuffed move seemed like a mere delay of the inevitable. But then Pumpelly himself came under attack from Townsend Bell's Ferrari, and the ensuing scrap ended with the Audi spinning off the track.

That moved the Porsche of Mario Farnbacher – started by British-born Ian James – into second, but he too fell just short of being able to deny Balzan and co-driver Jeff Westphal the win.

"It was a nightmare out there, because there were five or six cars that could have won," said Balzan. "It was so difficult for me in the car. I think I said some bad words to my engineer – I told him to shut up – because I needed 110 per cent of myself today."

● Mark Glendenning



Taylor crew's fight with Action Express was a gripper


Westbrook: pole and close second
DOLE/LAT


Balzan/Westphal Ferrari emerged atop GTD scrum
LEVITT/LAT

RESULTS

1 Ricky Taylor/Jordan Taylor (Dallara-Corvette DP), 57 laps in 1h40m26.112s; 2 Richard Westbrook/Michael Valiante (Coyote-Corvette DP), +0.207s; 3 Olivier Pla/Gustavo Yacaman (Morgan-Nissan LMP2); 4 Oswaldo Negri Jr/John Pew (Riley-Ford DP); 5 Ryan Dalziel/Scott Sharp (HPD ARX-03b); 6 Joao Barbosa/Christian Fittipaldi (Coyote-Corvette DP).
GTD 1 Alessandro Balzan/Jeff Westphal (Ferrari 458 Italia); 2 Ian James/Mario Farnbacher (Porsche 911 GT America); 3 Christopher Haase/Bryce Miller (Audi R8 LMS); 4 James Davison/Al Carter (Aston Martin V12 Vantage). **Points 1 Taylor/Taylor, 160**; 2 Barbosa/Fittipaldi, 153; 3 Scott Pruett/Memo Rojas, 145; 4 Yacaman, 139; 5= Ed Brown/Johannes van Overbeek & Westbrook/Valiante, 138. **GTD 1 Townsend Bell/Bill Sweedler, 111**; 2 Leh Keen/Cooper MacNeil, 109; 3 Andy Lally/John Potter, 106.

SUPER GT AUTOPOLIS (J), JUNE 1 RD 3/8

Nissans take podium clean sweep



NISMO GT-R of Matsuda and Quintarelli on top

NISSAN'S GT-R TOOK ITS FIRST SUPER GT podium clean sweep in 19 years, with Ronnie Quintarelli and Tsugio Matsuda leading the field home at the challenging Autopolis circuit.

Quintarelli claimed pole position in the NISMO entry, and the Italian got away to lead at the start from the MOLA team car of Satoshi Motoyama and the series-leading Impul machine of Joao Paulo de Oliveira.

A late safety car caused by a big shunt left nine laps of racing, but Matsuda was able to lead home Masataka Yanagida (in for Motoyama) and de Oliveira's co-driver Hironobu Yasuda. But it was a tough task for the Impul car, with powersteering problems and upshift problems causing Yasuda some headaches in defending from the chasing phalanx of Lexus cars, with which de Oliveira had battled hard during his opening stint.

Daisuke Ito got the closest to dislodging Yasuda. Andrea Caldarelli had started Ito's car and ran fifth in a Lexus train, behind Kohei Hirate and ahead of James Rossiter. The Brit charged through from 11th on the grid – co-driver Ryo Hirakawa unlucky to lose time when blocked by other Lexus runners in qualifying – and rose to fourth with a series of great passing moves.

The battle continued in the second stint, with Ito just defeating TOM'S team-mate Hirakawa as they took the fight to the Impul Nissan. Completing the top six was the leading Honda of Takashi Kogure and Hideki Mutoh.

There was better news for Honda in the GT300 class, with the Aguri Suzuki-run CR-Z of mid-90s British Vauxhall Lotus racer Shinichi Takagi and Takashi Kobayashi winning.

● Jiro Takahashi

RESULTS

1 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R), 65 laps in 1h58m46.067s; 2 Satoshi Motoyama/Masataka Yanagida (Nissan), +5.788s; 3 Joao Paulo de Oliveira/Hironobu Yasuda (Nissan); 4 Daisuke Ito/Andrea Caldarelli (Lexus RC F); 5 James Rossiter/Ryo Hirakawa (Lexus); 6 Takashi Kogure/Hideki Mutoh (Honda NSX Concept); 7 Naoki Yamamoto/Jean-Karl Vernay (Honda); 8 Juichi Wakisaka/Yuhi Sekiguchi (Lexus); 9 Kazuya Oshima/Yuji Kunimoto (Lexus); 10 Daisuke Nakajima/Bertrand Baguette (Honda). **Points 1 de Oliveira/Yasuda, 42**; 2 Ito/Caldarelli, 34; 3 Oshima/Kunimoto, 28; 4 Matsuda/Quintarelli, 27; 5 Motoyama/Yanagida, 16; 6 Yuji Tachikawa/Kohei Hirate, 15.

FRENCH GT LEDENON (F), MAY 31-JUNE 1 RD 2/7

Beltoise wins it for Loeb

THE FAMOUS FRENCH MOTORSPORT names of Loeb and Beltoise combined for victory in the South of France, with Anthony Beltoise setting up a win for the Audi R8 LMS ultra of Sebastien Loeb Racing.

Beltoise led the Ferrari of Soheil Ayari when he handed over to Roland Berville, who stayed calm to keep ahead of Ayari's co-driver Jean-Claude Police as the race unwound.

Ayari had forced his way past Olivier Panis and Nicolas Armindo in his stint to take second, and his Duqueine Ferrari would take a 30s penalty after the race, dropping it to fifth. Armindo handed over the Imsa Porsche to Raymond Narac, who spun while battling for third on the road with David Hallyday, in for Gregory Guilvert in the Sainteloc Audi.

The first race was dominated by the Narac/Armindo Porsche. Narac took the first stint and pulled out a big lead before heading over to his pro co-driver, and the duo now tops the points. Morgan Moullin Traffort (in the car started by Philippe Giauque) headed off SOFREV Ferrari team-mate Panis (who took over from Eric Debard) in the battle for second.

● Julian Carax



The two winners: Loeb Audi leads Imsa Porsche

RESULTS

Race 1 1 Nicolas Armindo/Raymond Narac (Porsche 911 GT3-R), 44 laps in 1h00m27.102s; 2 Morgan Moullin Traffort/Philippe Giauque (Ferrari 458 Italia GT3), +5.007s; 3 Olivier Panis/Eric Debard (Ferrari); 4 Arno Santamato/Eric Cayrolle (Ferrari); 5 Gregory Guilvert/David Hallyday (Audi R8 LMS ultra); 6 Soheil Ayari/Jean-Claude Police (Ferrari). **Race 2 1 Anthony Beltoise/Roland Berville (Audi)**, 44 laps in 1h00m48.843s; 2 Guilvert/Hallyday, +12.432s; 3 Santamato/Cayrolle; 4 Armindo/Narac; 5 Ayari/Police; 6 Mike Parisy/Henry Hassid (Audi). **Points 1 Armindo/Narac, 60**; 2 Guilvert/Hallyday, 52; 3 Ayari/Police, 51; 4 Parisy/Hassid, 43; 5 Santamato, 39; 6 Beltoise/Berville, 29.



Martini Merc won at Zandvoort

ZANDVOORT 12 HOURS ZANDVOORT (NL), MAY 31

Merc 1-2-3 in Dutch enduro

THE INAUGURAL 12-HOUR RACE AT Zandvoort brought victory for German team Car Collection Motorsport with its Mercedes SLS AMG GT3 driven by team owner Peter Schmidt, Christian Bracke and USC PC-class regulars Renger van der Zande and Mirco Schultis.

Swiss team Hofor Racing – with Maximilian Buhk the star driver – was second, while the second Car Collection entry completed a podium clean sweep for the SLS.

The race, split in two parts due to local noise restrictions, had the Scuderia Praha Ferrari with Peter Kox and Czechs Jiri Pisarik and Jaromir Jirik in the lead for a long time, but this car was taken out in a multi-car incident at the ultra-fast Scheivlak section that also involved the Speedworks Ginetta.

Speedworks driver Christian Dick was taken to hospital with a broken sternum, ribs and leg.

● Rene de Boer

RESULTS

1 Renger van der Zande/Mirco Schultis/Peter Schmidt/Christian Bracke (Mercedes SLS AMG GT3), 330 laps; 2 Maximilian Buhk/Christiaan Frankenhout/Kenneth Heyer/Roland Eggimann/Michael Kroll (Merc); 3 Johannes Kirchhoff/Gustav Edelhoff/Elmar Grimm (Merc); 4 Jeroen Mul/Michael Golz/Maximilian Volker (Lamborghini Gallardo FLII); 5 Diederick Sijthoff/Alex van 't Hoff/Rick Abresch (Chevrolet Corvette).

NASCAR SPRINT CUP
DOVER (USA), JUNE 1 RD 13/36

King Johnson ferries himself to Dover win

AFTER THE DROUGHT, HERE COMES THE flood: Jimmie Johnson led 272 of 400 laps in his Hendrick Chevrolet to win his second NASCAR Sprint Cup race on the trot at Dover's 'Monster Mile' – a week after breaking his 2014 duck.

The six-time champion scored his 11th victory around the one-mile concrete oval, but had to sit through two red flags to do so. The first was to clear debris from a clash between Roush-Fenway Ford team-mates Ricky Stenhouse Jr and Greg Biffle, a shunt that was sparked by AJ Allmendinger.

The second was to repair a section of track torn up by Ryan Newman and then hit by Jamie McMurray. Debris from that likely accounted for early leader Kevin Harvick, who had to pit straight after the restart as a tyre valve had been ripped out.

Another frontrunner to fall out was Kyle Busch, who was attempting to win all three NASCAR events across the weekend, but misjudged a pass on Clint Bowyer and was sent hard into the wall, wrecking his Gibbs Toyota.

Bowyer, who survived, attempted a bold two-tyre strategy at the final round of pitstops and briefly grabbed the lead, but Johnson dispatched him within seconds of the restart.



Johnson: a seventh title? Don't rule it out

MILLER/LAT

A yellow for debris hampered Bowyer's bid, dropping him to fourth – and he questioned the legitimacy of the call to throw the caution.

Polesitter Brad Keselowski finished second in his Penske Ford. He closed the gap to Johnson in the penultimate stint but was unable to do anything in the final reckoning. "The car woke up at halfway, but I ran out of laps at the end," he reported having slumped into the midfield early on.

Matt Kenseth was third, escaping a hairy moment when Bowyer got into the back of him at the final restart. Denny Hamlin finished fifth, bouncing back from an early pitlane speeding penalty.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet SS), 400 laps in 3h23m52s; 2 Brad Keselowski (Ford Fusion), +0.885s; 3 Matt Kenseth (Toyota Camry); 4 Clint Bowyer (Chevy); 5 Denny Hamlin (Toyota); 6 Martin Truex Jr (Chevy); 7 Tony Stewart (Chevy); 8 Joey Logano (Ford); 9 Dale Earnhardt Jr (Chevy); 10 Paul Menard (Chevy). **Points 1 Kenseth, 463**; 2 Jeff Gordon, 461; 3 Carl Edwards, 438; 4 Johnson, 436; 5 Earnhardt, 429; 6 Logano, 414; 7 Kyle Busch, 411; 8 Keselowski, 404; 9 Hamlin, 379; 10 Kyle Larson, 377.

V8 STOCK CARS GOIANIA (BR), JUNE 1 RD 4/12

Camilo heads Barrichello for V8 victory

THIAGO CAMILO RECOVERED FROM last at the end of the opening lap in race one to emerge the victor of the second clash at the revamped Goiania track, back after 13 years of inactivity, from ex-F1 star Rubens Barrichello.

As usual, drivers had the choice of taking on just one new tyre and a single 30-litre churn of fuel in race one – which would mean a further stop in race two – or three tyres and two 30-litre churns.

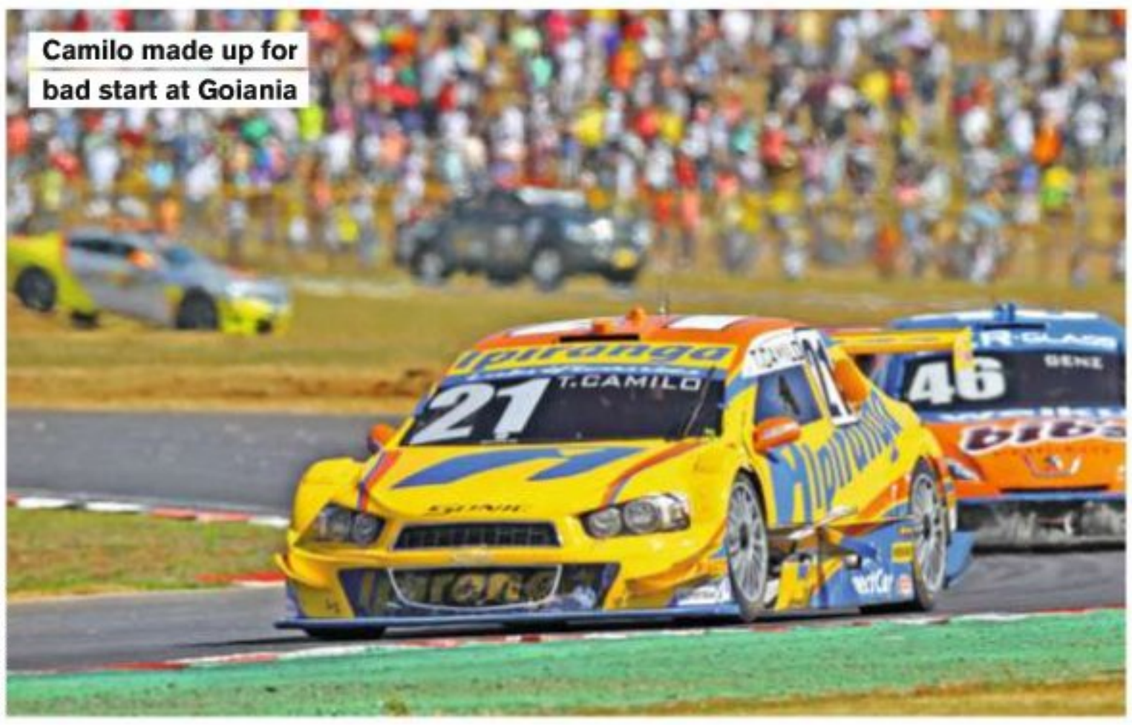
Teenager Felipe Fraga became the first two-time winner of the year by taking the short-stop option in race one with his Vogel Motorsport Chevrolet and jumping long-time leader Atila Abreu in the pitlane.

Camilo had been involved in an incident in the first race, but finished it in 10th place. That gave him pole on the reversed grid, and his RCM Chevrolet led all the way from front-row partner Barrichello, who had run second early in the first race before dropping to fourth and then taking the longer choice of stop and dropping to ninth.

Another ex-F1 driver, Luciano Burti, lost out in a race-long duel for third with Julio Campos.

But the drive of the race came from Valdeno Brito. The Shell Racing driver arrived at Goiania in the points lead, but a non-finish in race one left him 26th on the grid for the second. He stormed through to take fifth, meaning that although he has lost the series advantage he is still only two points behind new leader Marcos Gomes.

● Lito Cavalcanti



Camilo made up for bad start at Goiania

CARSTEN HORST

RESULTS

Race 1 1 Felipe Fraga (Chevrolet Sonic), 27 laps in 42m07.945s; 2 Atila Abreu (Chevy), +4.431s; 3 Ricardo Mauricio (Chevy); 4 Diego Nunes (Chevy); 5 Denis Navarro (Peugeot 407); 6 Allam Khodair (Chevy). **Race 2 1 Thiago Camilo (Chevy)**, 16 laps in 22m45.810s; 2 Rubens Barrichello (Chevy), +3.989s; 3 Julio Campos (Peugeot); 4 Luciano Burti (Chevy); 5 Valdeno Brito (Chevy); 6 Sergio Jimenez (Peugeot). **Points 1 Marcos Gomes, 64**; 2 Brito, 62; 3 Abreu, 59; 4 Jimenez, 58; 5 Campos, 55; 6 Camilo, 52.



GERMAN CARRERA CUP

American Connor de Phillippi (above) took his maiden win at the Hungaroring. In race one it was Christian Engelhart on top, after shaking off the challenge of Michael Ammermuller mid-race. De Phillippi held off Nicki Thiim for third. In the second race de Phillippi led all the way as Thiim fended off Philipp Eng for second.

NASCAR NATIONWIDE

Kyle Busch ended Joey Logano's streak of four consecutive series wins at Dover by leading 124 of the 200 laps in his Toyota. Logano led early on but finished third, behind the similar Ford of Trevor Bayne. Chase Elliott made up ground in the points race with fifth place, as leader Regan Smith could only manage 10th.

NASCAR TRUCKS

Kyle Busch also won Friday's Truck Series event at Dover, despite falling to eighth after pitting just before a yellow flag. He carved his way back to the front to beat Ryan Blaney and Johnny Sauter. Early rival Matt Crafton crashed out when he blew a tyre with 44 laps remaining.

FRENAULT NEC 1.6

Janneau Esmeijer beat points leader Anton de Pasquale to win both races at Spa. The Dutch teenager fended off a late surge from de Pasquale in race one, while tough defending after a sluggish getaway in race two was enough to keep the Australian at bay. Paul Blomqvist, brother of Tom, was third in race one.

WORLD CHALLENGE GT

Johnny O'Connell achieved a clean sweep for Cadillac on GM's home ground in Detroit, winning both of last weekend's races. Andrew Palmer (Audi) and Anthony Lazzaro (Ferrari) completed the race one podium, with Andy Pilgrim (Cadillac) and Palmer second and third in race two.

FRENCH CARRERA CUP

Come Ledogar won a race-long fight with Nicolas Armindo in race one at Ledenon. Tom Dillmann shadowed them all the way, and was promoted to second when Armindo was excluded for a rideheight infringement. Maxime Jousse led all the way to win the second race, a late error from Armindo lifting Ledogar to second.

ITALIAN GT

Alex Frassineti and Piero Necchi won race one at Monza in their Malucelli Ferrari, Frassineti winning an early fight with Dindo Capello that ended with the Audi in the gravel. The Porsche of Vincenzo Donativi and Andrea Gagliardini won race two after Matteo Beretta was penalised for passing the 911 illegally.



Motorbase duo reigns supreme in Silverstone showpiece

Caine and Al Harthy hail strategy as victory thrusts them into the title fight. By SCOTT MITCHELL

"I RECKON THAT'S JUSTICE," MOTORBASE BOSS David Bartrum declared after watching Ahmad Al Harthy and Michael Caine sweep to a dominant win in British GT's three-hour showpiece round at Silverstone.

After the previous Rockingham race, at which Al Harthy was wrongly forced to sit at the end of the pitlane due to an errant red light and watch his chances of victory flash past, Bartrum's words were easy to understand.

This race also featured a safety car period during a pitstop window and, as at Rockingham, the team messaged Al Harthy to bring its Aston Martin Vantage into the pits at the earliest opportunity. This time, however, there was no red light at the end of the pitlane. And this time the team was all-conquering.

"I think that was the secret," Al Harthy said afterwards of the swift move into the pits that handed Caine a lead of almost a full minute. "It was perfectly timed," added the Essex driver, who was flawless in converting the large margin into a comfortable victory.

But if the team's slick piece of pit strategy was a catalyst for victory, one that made them the first repeat winners of 2014, its foundation lay in Al Harthy's opening stint. The Oman racer, supported as ever by an impressive cast of home-country backers, split front-row starters Andrew Howard and Marco Attard to run second to the defending champion in the early stages, and when Howard ran into trouble while avoiding (successfully) Alain Schlesinger's GT4 class BMW M3, Al Harthy pounced to take the lead.

It was another GT3/GT4 collision – the Paul Bailey/Andy Schulz Aston hitting Oz Yusuf's Lotus Evora – that sparked the safety car under which the Motorbase Aston headed a horde of cars making a beeline for the pitlane. And with Howard and Attard among the minority staying out, all but eliminating their hopes of winning, the champion's grievance with the series' mixed GT3/GT4 grid was clear to see.

As Caine "just drove around" out in front, those behind – with the exception of Jonny Adam, who had a lonely run consolidating second after taking over from Beechdean team-mate Howard – were still settling scores. Having taken over from Attard, who had also been delayed early on after minor contact with Phil Dryburgh's Aston Martin, Alexander Sims' final stint looked to be a matter of coaxing the BMW Z4 to the flag. But Steven Kane, fresh from netting Bentley its first home win in 83 years at the same circuit last weekend in the Blancpain Endurance Series, had other ideas.

The Continental man, partnered at the last-minute yet again by Rembert Berg, had recovered from a high-speed trip across the grass at Becketts (also avoiding Schlesinger) and was on scintillating form in the final 20 minutes as he bore down on the former single-seater racer.

With just a couple of laps to go he attacked on the run down the Hangar Straight. Sims defended as they approached Stowe –"I felt I gave him enough room" – but Kane refused to yield and they made contact, sending Sims spinning and letting Kane through to celebrate on the podium alongside Berg. The Barwell-run Ecurie Ecosse set-up was deflated post-race, but officials



Beechdean Aston and Ecosse BMW bagged podiums



ALL PICS: E3REY/LAT

Caine and Al Harthy became 2014's first repeat winners



Ex-BGT champion Ellis clinched first win with Barwick

BRITISH GT4 SILVERSTONE (GB), JUNE 1

Ellis/Barwick strike as leaders clash

FORMER BRITISH GT CHAMPION BRADLEY ELLIS denied his and team-mate Adrian Barwick's GT4 class victory at Silverstone was because early leaders Andrew Jarman and Rick Parfitt Jr clashed.

The Twisted Team Parker Ginetta G55 pairing claimed a comfortable triumph that was aided when Parfitt attempted to pass Jarman into Chapel and the ensuing contact sent both spinning as one.

Though this helped bring Ellis and Barwick, who stopped earlier than most, into contention, the 2007 British GT title winner reckons they were on course to fight for the victory anyway.

"It was always going to be close," he said, "but I don't think it would have been a problem. We've had such a hard start to the season and we felt we deserved this, or at least a podium, much earlier."

After their incident Jarman and Parfitt both continued, albeit slightly delayed, and as Jarman and Aston Martin Vantage co-driver Devon Modell recovered to clinch second, Parfitt was subsequently hit with a drive-through penalty for the contact.

He and Century Motorsport team-mate Tom Oliphant, often the quickest pairing this season, would face further issues as their G55 suffered a small fire late on that cut their race short, though they were still classified eighth.

Reigning GT4 champion Ryan Ratcliffe enjoyed a brief spell in the lead on his return to the category. Partnering Matt Draper in the Optimum-run G55, they headed the pack for a short while but had to settle for second as they fell behind Ellis and Barwick once the final stops were completed.

RESULTS (2 hours, 73 laps)

1 Adrian Barwick/Bradley Ellis (Ginetta G55); 2 Ryan Ratcliffe/Matt Draper (G55) -1 lap; 3 Andrew Jarman/Devon Modell (Aston Martin Vantage); 4 Ross Wylie/Jake Giddings (Vantage); 5 Morten Dons/Aleksander Schjerpen (G55); 6 Barrie Baxter/Dan Cammish (Porsche 911). **FL** Ellis 2m16.579s (96.48mph).

Points 1 Jarman/Modell, 85; 2 Wylie/Giddings, 82; 3 Draper, 56; 4 Barwick/Ellis, 55.5; 5 Oliver Basey-Fisher/Matt Nicoll-Jones, 43.5; 6 Dons/Schjerpen, 41.

retrospectively pinged Kane – who was adamant he had been unfairly squeezed – for the contact, handing the M-Sport duo a 30-second penalty that dropped them to fourth and put Sims/Attard up to third.

Attard, who will be joined by former champion Jonny Cocker at Snetterton with Sims on factory BMW duty at the Nurburgring, has avoided talking title permutations in the early stages of the season. But his third top-three finish in a row maintained his and Sims' points lead – and if Attard is not talking openly about a title fight, Howard, who along with Adam has closed to just 2.5 points behind, certainly is.

"It's now just about consistency," he said. "To be honest... it's not even about wins."

Similarly, the buoyant Motorbase crew – now only a further two points behind – was talking up its own chances of a sustained title bid.

"Silverstone is the one you want to win," Al Harthy declared. "[Now] we have a strong chance."

As the championship's top-three consistency continued, there was a familiar story behind. Thai youngster Pasin Lathouras drove another mature race to net fifth alongside AF Corse Ferrari stand-in Alessandro Pierguidi, keeping Derek Johnston and Luke Hines at bay as they again finished as the lead Triple Eight BMW in sixth.

Stablemates Joe Osborne and Lee Mowle looked a certainty pre-race to take that honour but an early pitstop to remove grass from the radiator, a drive-through penalty for "improving under yellows" and a late spin consigned them to 11th.

That wasn't the only pairing to suffer a low-key race after going in with high hopes. On the final lap Tom Onslow-Cole, who had been quickest in practice, nicked the final points-paying position when Osborne spun, but the fact that two of the meeting's fastest drivers were squabbling over 10th was indicative of the incident-filled races that each endured.

Trackspeed's Porsches failed to trouble the top 10, despite Jody Firth leading for a while after staying out under the safety while others pitted early on. While he and Warren Hughes were consigned to a somewhat anonymous 12th, team-mates Phil Keen and Jon Minshaw seemed set for a solid points haul until a mechanical failure ended their race with 22 laps remaining.

Similarly, United Autosport's run of misfortune continued. Matt Bell and Mark Patterson were early contenders yet again in the Audi R8 LMS ultra, but a bizarre pitlane incident with Dryburgh's PGF-Kinfaun Aston – which rear-ended the Audi as it braked on entry – ended both cars' races with damage.



Kane survived this to star in M-Sport's Bentley Continental



Triple Eight BMW was rapid but out of luck again

RESULTS (3 hours, 82 laps)

1 Ahmad Al Harthy/Michael Caine (Aston Martin Vantage); 2 Andrew Howard/Jonny Adam (Vantage) +56.318s; 3 Marco Attard/Alexander Sims (BMW Z4); 4 Rembert Berg/Steven Kane (Bentley Continental); 5 Pasin Lathouras/Alessandro Pierguidi (Ferrrari 458 Italia); 6 Derek Johnston/Luke Hines (Z4); 7 Chris Hoy/Alex Buncombe (Nissan GT-R NISMO); 8 Mark Poole/Richard Abra (Vantage); 9 Liam Griffin/Rory Butcher (Vantage); 10 Paul White/Tom Onslow-Cole (Vantage). **Fastest lap** Joe Osborne (Z4) 2m03.885s (106.37mph).

Points 1 Attard/Sims, 74.5; 2 Howard/Adam, 72; 3 Al Harthy/Caine, 70; 4 Johnston/Hines, 38.5; 5 Lathouras, 41; 6 Poole/Abra, 30.

FROM THE WRC TO MARS

Prodrive celebrates its 30th birthday in 2014. DAVID EVANS sat down with the man behind it all, David Richards, to look back at an illustrious history

David Richards' telephone is ringing. It's March, 1989 and two worlds are about to collide; a legend about to be born. It's no surprise that Richards remembers that first call from Ryuichiro Kuze, the founding president of Subaru's Tecnica International division. That was the deal that would ultimately turn Prodrive into world-beaters.

There was, of course, Prodrive before Subaru and David Richards Autosport before Prodrive. But, 30 years ago, Richards opened the doors and started trading under a name that would go on to take six World Rally Championship titles, enjoy success at Le Mans and now help put machinery on Mars.

As early as 1976, Richards had established his own motorsport business. Co-driving remained at the centre of what he wanted to do, but when the ultimate goal was achieved alongside Ari Vatanen in 1981, Richards knew in an instant that was the right time to stop. The right time to focus on the business. He was 29.

"The commercial side of the sport was always far more interesting to me," says Richards. "Ari still jokes with me today that we'd be driving along and I would be giving him a steady stream of business ideas: 'We could build this, sell that...' It was a constant for me."



BMW deal was Prodrive's first big break

Richards had made a good contact with Rothmans (the backers of the David Sutton-tuned Escort he and Vatanen won their WRC title in) and he then helped with the cigarette company's backing of Porsche's endurance programme and March's F1 effort.

In 1984, he took both Porsche and Rothmans in a different direction – to the Middle East Rally Championship and Saeed Al-Hajri. And Prodrive and the Qatari celebrated a title in its first year of business.

For the next two years, Prodrive was based out of a unit at Silverstone, before moving to its current home in 1986. At that time, the M40



DREW GIBSON, MCKLEIN.DE, COATES/LAT



Button leads 2004 San Marino GP for BAR...

Richards and F1

When Flavio Briatore departed Benetton in 1997, David Richards was drafted in to guide a brace of B198s driven by Alex Wurz and Giancarlo Fisichella. It wasn't a deal that would last. Unable to agree on the way forward, Richards left the team one year later.

But his F1 fire was burning bright and a deal was struck for Prodrive to take over the running of the BAR team post-Craig Pollock in 2001. DR was back in the pitlane. And this time he stayed and made it stick, turning around a well-funded but desperately under-achieving outfit into the runners-up in the 2004 constructors' championship. Then Honda came and Prodrive's F1 time was served.

Prodrive entered and subsequently withdrew from F1 in the 2008 season. The firm's last attempt to enter came in 2010, when it missed out to Lotus Racing, Virgin Racing and HRT.

Clearly, motorsport's pinnacle isn't far from DR's thoughts. "Second in the constructors' championship in 2004 is not enough," says Richards. "The business of motor racing is about winning. Every year, we have a review of every strand of motorsport including F1, but we are a commercial business and the business is run on that basis, not for the love of it or for our hearts and minds."

An F1 return for Prodrive is unlikely, but a Benetton-style return for Richards himself is possible – were the right job to come along.

"If I were asked back, it would depend on a number of aspects, it wouldn't be a black-and-white decision," he says. "It would depend on the circumstances around me here at the time and obligations to other people, not least my family.

"The one thing I do know about doing F1 is that it requires more than 100 per cent commitment. I've always said that the people leading F1 are the same people who would have been leading the crusades in the Middle Ages – they disappear off for nine months and you don't see them again and they don't have time for anything else in that nine months. You have to be that single-minded and whether I'd be prepared to do that these days, I'm not sure. It would depend therefore on what the opportunity was and what I felt I could achieve."



THOMPSON/GETTY

...but Richards wanted more from F1



Legacy eventually brought wins in the WRC

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"The BMW deal gave us scale and helped us build a relationship with a manufacturer. That's when things took off" DAVID RICHARDS

wasn't thundering past the windows, but planning for the road was well underway and Richards was only too well aware of the transport benefits this would provide. The motorway finally opened in 1991 and the Prodrive building would soon become a landmark on any trip past junction 11.

And it wasn't like you could miss it. By design, Richards wanted it facing out to the motorway and the watching world rather than facing into the rest of the business park development on the outskirts of the town. And he wanted it white. There were some council quarrels about this, but it went up white and it's stayed that way since.

The first thing to come out of the new premises was a Rothmans-liveried Metro 6R4, which would be driven by Jimmy McRae in 1986. That was a straight commercial deal, the team bought the car and ran it. That wasn't really what DR was after, he wanted a manufacturer link.

An agreement with BMW to run M3s a year later provided just that opportunity. And Prodrive's building suddenly reflected that new allegiance to Munich. Have a look at the floor in the original building, now used as the heritage centre, and you'll see the tiles are dark red – the same colour as those used in BMW dealerships at the time. There was no Prodrive identity on the side of the building and the BMW flags flew high outside.

"The BMW deal gave us scale," says Richards, "and helped us build that relationship with the manufacturer. At the time we were probably the most prolific builders of M3s – a car that had been designed for circuit racing, but we were taking it rallying. This was when things really took off for Prodrive. Before then it had been a couple of Porsche here, a Metro there."

Bernard Beguin gave Prodrive its first ever ▶


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Subaru's Kuze was key to WRC programme



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McRae and Impreza brought WRC titles home for Subaru and Prodrive in 1995

▶ World Rally Championship event win on the 1987 Tour de Corse. Group B had, of course, been and gone, but it had left its mark in terms of traction. Four-wheel drive was an absolute must to succeed on the stages. And it wouldn't be long before Kuze-san reached for the phone having watched Vatanen fling a Prodrive M3 through the 1000 Lakes in 1988.

By then, Prodrive had branched out and taken the M3 to the track.

"We had a lot of spare parts sitting around from building the rally cars," Richards remembers, "and we had a call from Frank Sytner. He wanted to go racing and asked if we could build him a car. Richard Taylor, who worked for Frank, came and had a look at our place and the rest is history."

Taylor moved to Prodrive and remains with the firm today. And Sytner won the 1988 British Touring Car title. Touring cars remained close to the heart of the business and the firm went on to build and run racecars for Alfa Romeo, Honda and Ford. The direction BTCC has taken has since precluded Prodrive involvement.

"We were right in there in the heyday of British Touring Cars," says Richards, "but it's not viable for us anymore. We're not a company that takes a manufacturers' car and goes racing – we have too many resources here for that. The objective here is to start right from the very beginning to build the car for that race programme. The obvious example is Aston Martin..."

That'll come. For now, back to the phonecall.

"Mr Kuze was on his way to the Safari Rally," says Richards. "He said he wanted to come and talk to us about Subaru going to rallying or racing. As soon as he was off the phone, we began researching Subaru – we really didn't know an awful lot about the company at the time. We met Mr Kuze, he said he would like to see our plan in writing, so we had a proposal on his desk by the time he got back to Japan and we had an agreement."

Kuze was a huge fan of the programme and the relationship he built with Prodrive remains close to DR's heart.

"He became one of my favourite people of all time," says Richards. "It was the trust in the relationship we built up over a period. He would just let me get on with things at my end while he would deal with all the politics back in Japan and, of course, raising the budget. There was a big cultural divide, but when you have somebody who could empathise, it made it so much easier."

The Legacy RS was an immediate hit and Markku Alen led the 1990 Acropolis Rally, the car's World Rally Championship debut. The Subaru alliance took Prodrive into another world and up against the WRC's giants. Budget-wise, they couldn't compete with the likes of Lancia or Toyota, but this smaller-scale, tightly focused operation would ultimately pay dividends, even if it did take slightly longer than expected for the Legacy to become a winner.

Richards encouraged people to look at things differently. Prodrive wasn't about to conform to motorsport's preconceptions – the mechanics will bear testament to this in their pink overalls. That the colour is known as 'rubine red' and is seen as a masculine shade in Japan would come as little comfort.

Free from the restrictions of working directly for a manufacturer Prodrive enjoyed a degree of autonomy with the programme, allowing Richards to take a punt on a rapid Scot called Colin.

He might have bent some metal along the way, but it was McRae who ultimately realised the global ambition of Prodrive and Subaru. In 1995, Subaru won both the drivers' and manufacturers' championships. Eleven years in and the world was beaten.

"The Subaru years were a very important part of the business," says Richards. "In everything in life, people look back and say there are pivotal times that influence everything around them. Everything coincided for us then, the business was mature and we had confidence, experience



PHOTO4/LAT

Prodrive-built Ferrari 550s (left) scored GT successes


MCKLEIN.DE

Solberg took final WRC title in 2003

"We have diversified. The Mars Exploration Rovers will be in space in three years' time" DAVID RICHARDS

Making Clarkson ill


Impressive P2 never reached production

As well as building some of the best competition cars on the planet, Prodrive has also tried its hand at a road car. And it did rather well. So well, in fact, it made Jeremy Clarkson sick.

The Prodrive P2 was designed by Peter Stevens, the man who had penned the firm's first World Rally Car and McLaren's none-too-shabby F1. The 350bhp came from an Impreza WRX engine, complete with chirruping wastegate chatter on overrun. And the transmission was straight from David Lapworth's notepad.

In the early 1990s, Prodrive was a pioneering force in the use of hydraulically activated differentials for competition. So it was only natural that 'Lappy' bring some of his tech to the table. And that's what the P2 was all about – showing Subaru and the rest of the world that Prodrive was about more than competition.

"The P2 came in 2005, the end of our F1 period," says Richards. "I came back to the company and there was a bit of a view that in losing F1, we'd lost a big element of what we were doing. I wanted to bring the whole organisation together and prove we could do exciting things. That was the primary objective, but I also wanted to show Subaru what could be done. We'd done evolutions of Subaru Impreza road cars, which had sold extremely well, but this was offering Subaru the opportunity to take the next step."

Subaru didn't bite. And more fool them. The P2 is still a stunning piece of one-off hardware. "It's stood the test of time," says Richards. Unfortunately it's standing the test of time in the museum.

It was reckoned that this sub-four-second 0-60 two-seater with a top speed of 175mph could have been sold for around £45,000.

Clarkson was a fan. Circling cones in an effort to get the better of the active centre and rear diffs, the *Top Gear* front man gave up then threw up.

"Not only," Clarkson says, "can it blow your mind, but also empty your stomach…"

and enthusiasm. This all happened at the right time and the results followed."

Richards admits that winning world titles as team principal means more to him than his own award of 14 years previous.

"In 1995, I was part of a team effort and I'd put that team together and that was quite extraordinary," he says. "That moment in Chester was very special."

Further titles would follow with Richard Burns and Petter Solberg both joining McRae as world champions with Subaru.

Prodrive was expanding quickly by this point and racing was never far away. A Lukoil deal meant a stake in Christian Horner's Arden International F3000 team for 1999. But the big deal for 1999 was with venture capitalist firm Apax. Forty-nine per cent of Prodrive was sold to them, generating the cash for Richards to buy International Sportsworld Communicators (ISC), Bernie Ecclestone's WRC rights holding firm. Richards set out to transform the WRC for a new media age. And got a long way down the road before selling ISC in 2007.

In that time, Subaru's fortunes went downhill and the manufacturer pulled out of rallying at the end of the 2008 season.

Prodrive switched its focus to endurance racing. Having shown what it could do with a private Ferrari 550 GTS Maranello programme between 2001 and 2004, an association with Aston Martin was formed and remains today. The DBR9 GT1 enjoyed a sensational debut win in the 2005 Sebring 12 Hours, and more than 200 racecars have since been built for the factory team and customer use.

The business model was different for Aston; Prodrive developed the car and then used the manufacturer's marketing prowess to generate commercial support to run it. "Demonstrably," says Richards, "this worked for Aston Martin and we believed there was a commercial case for Mini."

Instead, Prodrive ended up developing a world-class rally car with pretty much zero support from BMW. Inevitable bickering became a rancorous divorce.


Relationship with Aston Martin has been a fruitful one

DOLE/LAT

"We developed a world championship-winning car," says Richards, "and it cost us many millions of pounds. *Us*. Not BMW."

While the Mini episode cost Prodrive dearly, Richards is not a man known for looking back. He talks in terms of lessons learned. And those lessons will be put to good use as Prodrive moves into its Thirties.

The Aston endurance effort now underpins the motorsport activity at Prodrive, but Dakar is beckoning in 2016 and there is, DR assures us, a further big deal looming on the horizon. But for a man formerly at the peak of the WRC, Formula 1 (with BAR) and touring cars, it must be pretty quiet right now?

"We have diversified,"cedes Richards. "People who follow us in AUTOSPORT might be thinking that Prodrive's not doing as much as we were, but they forget we've got a team of people at our composites workshop in Milton Keynes working on the Mars Exploration Rovers that will be in space in three years' time. And we're working on very advanced road car projects for a number of manufacturers."

That motorsport now represents just 30 per cent of the group turnover comes is a harsh reality of the economic present.

"The motorsport world is far more frugal and cautious these days," Richards explains. "The budgets we had access to 10, 20 years ago simply aren't there any more and that's why the other activities around Prodrive have grown so much."

But it's not why Richards has become a Cornish hotelier. DR's renovation of a St Mawes hotel was the surprise story a couple of years ago.

"That's the challenge," he says, "something completely different."

Talking of completely different, junction 11 soon won't be the same as Prodrive makes way for Primark on a new retail site. Prodrive moves half a mile up the road to a new purpose-built factory, taking a whole lot of heritage with it. Will DR shed a tear?

"I'm sure it will be an emotional day," he says, "but we're looking to the future and what it holds for us… maybe a Dakar win?"

And so starts the next 30 years.

“MY FATHER DOESN’T WANT ME TO BE A SECOND CARLOS SAINZ”

VAN DER LAAN/LAT



GUILLAUMOT/DPPI

The above statement may sound strange for someone called Carlos Sainz Jr, but GLENN FREEMAN found out from father and son just what they mean. And where that could lead...

Carlos Sainz is not the typical racing dad. With two world rally championships to his name he’s certainly not trying to live his own dream through his son, nor does he want to be a part of Carlos Jr’s limelight as he gets ever closer to achieving his goal of becoming a Formula 1 driver.

Sainz Sr often accompanies his Red Bull-supported son to races, but he doesn’t like to publicise his attendance. You’ll rarely see him on TV: he stays away from the garage, the grid and the pitwall, and regularly declines opportunities to do interviews. He watches the races sat in a quiet corner of the circuit media centre, and when AUTOSPORT suggested sitting father and son down together for this feature, he (jokingly) looked to the sky, threw his hands up in the air then wrapped them around this writer’s neck! He doesn’t want to be the centre of attention, but that’s what makes this dynamic so fascinating.

“My father has never seen any of my data, he’s never analysed my driving or a particular corner with me,” says Sainz Jr. “He doesn’t care about things like set-up, he leaves that to me and the team and he has full confidence in us.

“He wants me to go my own way, to be my own person. He doesn’t want me to be a second Carlos Sainz. He wants me to be Carlos Sainz in a single-seater.”

In private, Sainz Sr has stressed the importance – this year more than ever – of letting his son grow up and “become his own man”. He is keen for his 19-year-old offspring to make his own decisions wherever possible. With fewer and fewer steps on the horizon before an F1 opportunity potentially beckons, it’s a critical time in Sainz Jr’s life and career for him to do as much growing up as possible. But that’s not to say Sainz Sr can’t be called upon for advice or support.



SAINZ JR CV HIGHLIGHTS



2014 Currently 1st in Formula Renault 3.5 with DAMS

2013 10th in GP3 with MW Arden

2012 5th in FIA European F3 (1 win) and 6th in British F3 (4 wins) with Carlin

2011 Formula Renault NEC champion (10 wins) and Formula Renault Eurocup runner-up (2 wins) with Korainen

2010 4th in Formula BMW Europe with EuroInternational (1 win)

WHY NOT RALLYING?

When Carlos Sainz Jr hung on around the outside of Oliver Rowland on the dirty part of the track at Monaco's Massenet bend two weeks ago – getting sideways in the process – the Briton was quick to point to such car control being in the Spaniard's genes.

"I told him he must have picked that up from his dad," Rowland said with a smile. So, given the significance of his surname in the world of rallying, why did Sainz not follow in his father's footsteps? Two people appear to be responsible: Sainz Sr (for retiring from the WRC) and Fernando Alonso.

"It's very simple," Sainz Jr says in response to a question he must be sick of answering. "When I was nine or 10 years old suddenly Fernando Alonso started winning in F1. All the Spanish TV was showing was Alonso, Alonso. There was only him at that time.

"My dad had already retired and I couldn't follow rallying anymore. Rallying in Spain is not that big. So I started go-karting, and of course that is on circuits and a go-kart is like a single-seater. Then, when you are 15 and Red Bull calls you, you say yes to single-seaters!"



Alonso inspired a young Sainz

ETHERINGTON/LAT

The Sainz family are partial to the occasional joke on the subject: the younger Carlos sent his mother a picture of him driving through the gravel at Monza earlier this year claiming that he'd really always wanted to be a rally driver.

Her response? "You want me to hit you, no?"



Sainz bounced back superbly after Monza drama

VAN DER LAAN/LAT

When Sainz Jr's car failed on the grid for the Formula Renault 3.5 season opener at Monza hours after he had taken a dominant pole position, his dad had spotted the need for a calming talk in the evening ahead of race two. Yes, a likely 25 points had been lost, but he reminded his son that he had done nothing wrong, his reputation hadn't suffered, and he had another day of racing to make up for it still to come. It made sure that the confidence, which had been so assuredly on display, wasn't lost in a sea of frustration about one poor result.

"If there is a main area where he is supporting me then it's the attitude," says Sainz Jr. "He gave me a lot of help during the winter. He told me, 'if you want to become a champion, change your attitude. You need to *be* a champion. A champion is an attitude, not just something you become'. He gave me help in how a sportsman has to behave.

"If I have any kind of doubts, I can say to him, 'what do you do in a situation like this? How do you deal with that? What is your experience?' He will give me a hand. He is there if I need him."

It's significant that Sainz speaks of his father helping him through the last off-season. Red Bull's promotion of GP3 champion Daniil Kvyat to F1 with Toro Rosso came as a shock to the world, and understandably most of the attention was focused on Antonio Felix da Costa missing out. It was an eye-opener to Sainz as well, who had been sat in between those two on the Red Bull pyramid, and had finished 10th in GP3 as Kvyat's team-mate in 2013. But the Spaniard's shock was for his close buddy da Costa, rather than any surprise that he had missed out.

"I knew after my bad end to the season I was not going to have my chance," he says. "But Antonio did not finish the season badly, so I thought he would take the F1 seat. When the news of Dany came I was shocked, but shocked for Antonio, not me. As people say in this sport, what matters is the last thing you do."

That surprise seemed to be an eye-opener for Sainz, who in his youthful innocence had a far simpler view of the world – particularly motorsport – before the winter of 2013-14. Now, he speaks with a newfound wisdom, and it appears to have sharpened him up in terms of how hard he has to work in the car and out of it, at the track and away from it, to prove his worth this year. Given how ruthless Red Bull can be with its youngsters, he knows he cannot afford to give the scheme's chief Helmut Marko any reason to doubt him, and he's aware that he headed into 2014 on borrowed time.

When asked if he has changed much in the last 12 months, he says the differences are significant: "There's a big change. At the end of last year many things went on inside the [Red Bull] programme and it was not easy to digest all of those things – first of all how my season ended [with car problems dogging his outings in FR3.5 and failing to match Kvyat in GP3]. If it was my fault or not, I said I was going to do a big change in myself for 2014. I'm grateful to Red Bull that they are giving me one more opportunity. This has to be my year."



Sainz struggled to match Kvyat (leading) in GP3

FERRARO/LAT

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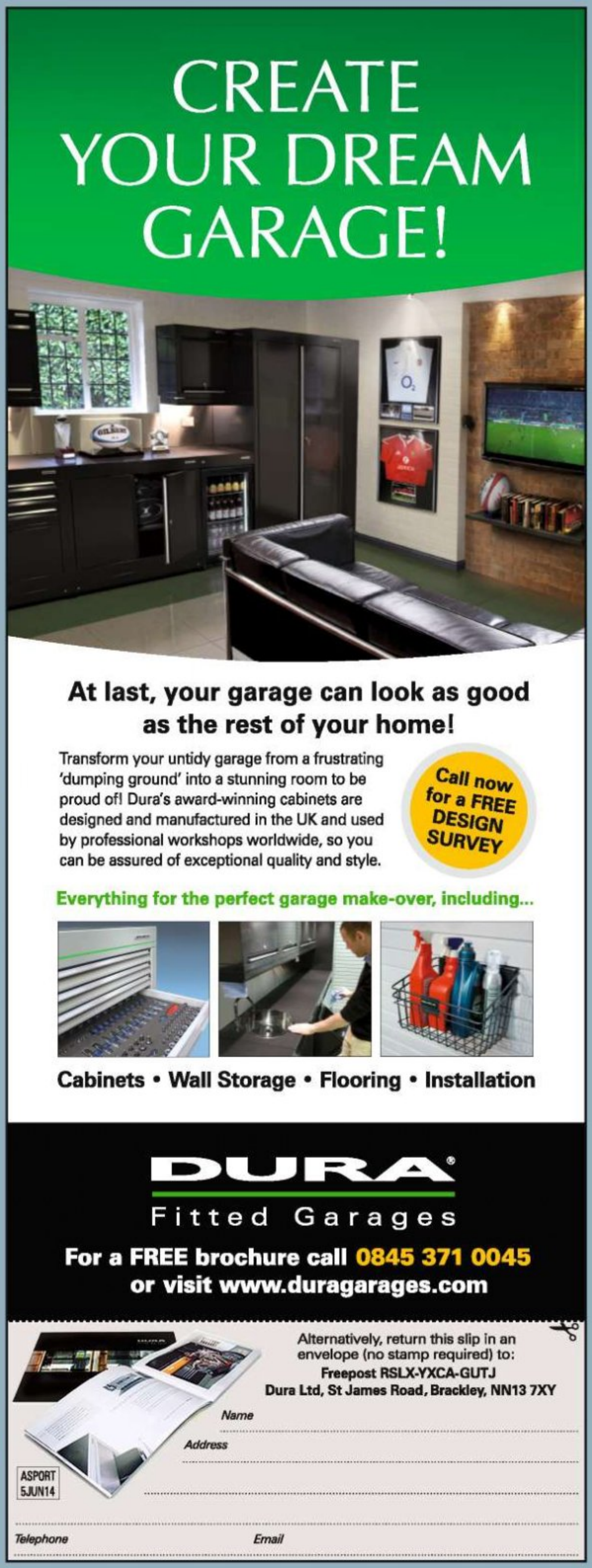
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Joint British GT grid makes for a spectacular sight...
EBREY/LAT

Call for British GT grid split

Champion Howard wants class separation after Silverstone clashes

BRITISH GT CHAMPION

Andrew Howard has called for organisers to separate the GT3 and GT4 classes after a spate of collisions at Silverstone last weekend.

Howard led the early stages of the three-hour race in his Beechdean Aston Martin V12 Vantage until he went off avoiding the GT4 BMW M3 of Alain Schlesinger, dropping him behind the eventual race-winning Motorbase Aston of Ahmad Al Harthy and Michael Caine.

"Separate race, separate championship," he told AUTOSPORT when asked if he felt the two classes should be split. "I went round the outside at Becketts and he just kept coming across. I think if I hadn't been punted off by the BMW we'd have been door-to-door [for the win] by the end. That [ruined what] was probably the best bit of driving I've ever done in terms of a stint."

Schlesinger was excluded post-race, handed a fine and given four licence penalty points after also being involved in a separate incident that ended the race of Rockingham winners Rob Barff and Gary Eastwood.

Barff was attempting to lap Schlesinger as they navigated Maggots and Becketts when the BMW wandered into the path of the Ferrari 458 Italia and broke its right-rear wheel. An earlier incident between the Paul Bailey/Andy Schulz GT3 Aston and Oz Yusuf/Gavan Kershaw GT4 Lotus Evora sparked a safety car period and ended with the Aston retiring after twice hitting the Evora while attempting to pass it.

'CONSIDERATION' NEEDED

Century Motorsport boss Nathan Freke believes that the series' multi-class structure keeps it in line with international endurance racing.

Freke, whose squad runs a pair of Ginetta G55s in GT4, also believes GT3 drivers could do more to help avoid incidents in the first place.

"The top championships and races all have different categories and they deal with it," he said. "If they want to be in a professional series they need to drive like professionals and they're not that at the moment. They need to have a little bit more consideration.

"I'm not against a split, it could be great, but I just don't see the need for all the incidents in the first place."

NUMBERS KEY TO SPLIT

Series boss Benjamin Franassovici said he understood Howard's frustration but the prospect of GT4 becoming a standalone race would be down to gaining enough numbers.

The sub-category is enjoying its most prosperous season since its inception, with 12 cars entered for Silverstone. Some have suggested amalgamating it with the Aston Martin GT4 Challenge – which has attracted a high of eight cars to its three rounds so far – but it has a separate agreement with AMR and tyre supplier Michelin.

"It cost him [Howard] the lead at the time and he probably would have stayed in the lead," Franassovici said. "If the class continues to grow [splitting the grid] is something we would look at in the future."


...but incidents have led to calls for a split
EBREY/LAT

SCOTT MITCHELL
EDITORIAL ASSISTANT
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IT WAS EASY TO UNDERSTAND

Andrew Howard's frustration at Silverstone. Victory would have meant he and team-mate Jonny Adam moved to the top of the British GT points, ahead of Marco Attard and Alexander Sims, but instead second place means the Beechdean pairing is still 2.5 points behind their Barwell/Ecurie Ecosse BMW rivals.

Losing out on a potential win was tough for Howard to take, especially as it came because of an incident with a GT4 car. And he is certainly not alone in his calls for a class separation, especially now the GT4 class is regularly hitting double figures. Bear in mind that over in Blancpain, for example, strong grids have been achieved with a GT3-only policy. It's certainly not a turn-off to prospective entrants.

Contact between GT3 and GT4 cars is a problem that isn't being ignored by the series' powers-that-be, and that's good because it will require careful thought over whether they are eventually split. There is clearly merit in GT3 exclusivity, and equally GT4 could hit new heights if given room to grow on its own, but I do find myself agreeing with Nathan Freke's argument about multi-class racing in general. There are a lot of drivers racing in British GT who harbour lofty ambitions in the world of endurance racing, the majority of which (unsurprisingly) centre around the Le Mans 24 Hours.

Anybody who wants to go into a factory GT or LMP driving career is going to have to deal with the sub-classes at some point or another, and as Freke put it, the World Endurance Championship and other series "deal with it". It will be intriguing to see the direction organisers take.


Clashes marred Silverstone
EBREY/LAT



EBREY/LAT

Dramatic practice fire ended customer Bentley's weekend

British GT

Fire puts privateer Bentley out of action

THE GENERATION BENTLEY British GT squad had to withdraw its customer Continental GT3 from the three-hour race at Silverstone after a huge fire in practice.

James Appleby had set the fifth-fastest time in FP1 on Saturday, but co-driver Steve Tandy was forced to vacate the car in FP2 after smoke engulfed the cockpit.

The damage meant the David Appleby Engineering-run squad was unable to contest either qualifying or Sunday's race, and an evaluation is taking place to establish the cause.

"To say we are disappointed is an understatement," said Appleby Jr. "Unfortunately due to the extent of the damage to the car we were unable to compete in the race. It's a great shame we didn't get to show the car's full potential.

"We're not really sure what caused the fire at the moment, so we're trying to establish what the reason was and to make sure it doesn't happen again. We need to look forward now and work towards the next round at Snetterton."

The team's absence, and that of the GPRM-entered Toyota GT86, meant the 38-car entry was reduced to 36 for the race.

Stefan Hodgetts managed just seven laps in the GT86 in practice before oil-system problems struck, meaning the car's long-awaited British GT debut has been pushed back further.

British GT

BTCC champion Jordan to test Triple Eight BMW Z4

BRITISH TOURING CAR CHAMPION Andrew Jordan will test a Triple Eight BMW Z4 GT3 car at Donington Park this week and could join the squad for overseas endurance races in the future.

Jordan, who has previously tested the Beechdean Aston Martin V12 Vantage and a JRM Nissan GT-R NISMO, will link up with his BTCC rivals as he evaluates potential GT race outings.

Triple Eight, which moved into British GT with a pair of Z4s last season, made its international GT debut in the Blancpain Endurance Series at Silverstone last month.

It is now assessing further overseas outings in both Blancpain's Sprint and Endurance championships, as well as a possible Dubai 12 Hours outing.

Jordan, 25, was due to test the car on Thursday (today) ahead of this weekend's BTCC round at Oulton Park.

"They're looking at doing long-distance racing during the winter and asked me if I'd like a go," said Jordan. "It's good to get some GT experience and see how the BMW feels. I'd love to do some endurance races and we've been talking about a few things, but nothing's confirmed yet."



EBREY/LAT

Jordan could race BMW overseas

British GT

Berg steps in as M-Sport Continental is back on grid



EBREY/LAT

Berg was late stand-in

REMBERT BERG HAD ANOTHER late call-up to partner Steven Kane in the M-Sport British GT Bentley Continental GT3 at Silverstone last weekend.

Humaid Al Masaood is yet to feature alongside Kane this season, and Berg was contacted on Wednesday night to drive the car for the second time after also standing in at Oulton Park.

After gearbox problems and a tyre mix-up limited them to 12th on the grid, the Dutchman helped the team to finish third on the road in the race before a 30-second penalty for contact dropped them to fourth.

"I'm on standby," he joked. [If asked again] of course I will come back, but I don't expect it to happen again.

"It's a pity we didn't get it together in qualifying," he said. "There was also a massive f***-up with the safety car when it went green again with a massive gap to the leader. And Steven had to go off to avoid another crash.

"If we hadn't had all that, we would have been fighting for the lead."

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British Formula Ford

Barlow set for British FFord return after injury recovery

JACK BARLOW HAS BEEN CLEARED to race in this weekend's British Formula Ford round at Oulton Park after recovering from a back injury.

Barlow sustained damaged vertebrae in a testing crash at Thruxton, forcing him to miss the rounds at Donington Park and then the races on the Hampshire circuit.

"[TOCA doctor] Paul Trafford gave me the all-clear saying it was just a bit swollen and bruised and I was clear to race," said Barlow. "I hadn't been in any pain but I was just disappointed and annoyed I couldn't get out there racing."

The grid, which numbered 13 at Thruxton, is set to bolstered further by the addition of kart racer Connor Jupp, who will make his car-racing debut with Meridian Motorsport, and the one-off return of Andy Richardson.



EBREVILAT

Barlow has been absent from FFord

Carrera Cup GB

Barker to race at Le Mans

BEN BARKER WILL RETURN TO the Porsche Carrera Cup GB for the showpiece round supporting the Le Mans 24 Hours this month.

The Porsche Supercup frontrunner, who won twice on a guest GB outing at Brands Hatch at the start of this season, is one of 14 entries from the British championship confirmed to race alongside their French counterparts in the support race on the Saturday of the French enduro.

Barker, who has made Supercup, ELMS and United SportsCar appearances in the past two months, is returning with Parr Motorsport, with which he contested the opening rounds of the series.

He joins championship leader Michael Meadows, Porsche scholar Josh Webster and other British regulars on the grid, while GT3 Cup Challenge competitors from last season Guy Riall, Tom Hallissey and Peter Smallwood will also take part.



rschetrackside

Barker is rejoining Carrera Cup grid

GT Cup

Sellar, Smallwood back as part of record GT Cup entry

GT CUP CLASS FRONTRUNNERS from seasons past Peter Smallwood and Mike Sellar will return to the series as part of a record entry this weekend.

Almost 40 cars have been entered for the trio of races on the Silverstone Grand Prix circuit, with young GT ace Jody Fannin is a late addition partnering Arwyn Williams in a JMH Ferrari 458 GT3.

It is the largest entry the series has attracted since its formation and could surpass the 36-car British GT grid at the same circuit last weekend.

Neither Smallwood nor Sellar has raced since the end of last season. Former Group Two champion Smallwood emigrated to Canada following the conclusion of the Porsche Carrera Cup GB campaign and 2013 GTB runner-up Sellar was sidelined by an engine rebuild.



HAWKINS

Sellar will join record grid

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The voice of club racing



HAWKINS

Maskell leading Carlos Pace

Barrie Maskell: a tribute to a proud, talented grafter

Barrie Maskell, who I was sad to learn as last week's AUTOSPORT closed for press had died on May 24, aged 75 – following the return of the cancer that struck him in 2012 – should have had Perseverance as his middle name. Not only was he a tigerish racer whose prime spanned Formula 3's 1000cc, 1600cc and early 2-litre eras, but his fight back to compete anew as a paraplegic was inspirational.

The son of a decorated army captain, Bradford-born Maskell did not enjoy the trappings of wealth. Following initial success in karts though, and an inauspicious flirtation with Minis, this engaging personality somehow battled through almost a decade of F3 without apparently earning a wage, other than in racing-enforced penury.

These were times when the most determined warriors, with pals who could spanner and would sleep in insalubrious vans, were nomads. Touring with the racing circus all summer, refuelling before eating on start and prize money and competing against well-heeled hotshoes was a huge adventure, in which physical, let alone financial, survival brought another edge.

Barrie's wits and proud Yorkshire DNA enabled him to get by on almost nowt (nothing). As he recorded in his illuminating life story he begged, borrowed and stole to keep going, from Mallory Park to Monaco. Keeping his first Brabham running would have floored lesser men. I was impressed by P&M Racing Preparations taking his mangled BT15 from Brands Hatch, repairing it and delivering it to Silverstone's British GP meeting a fortnight later for £91.13s (£32.10s labour, plus parts) in 1967!

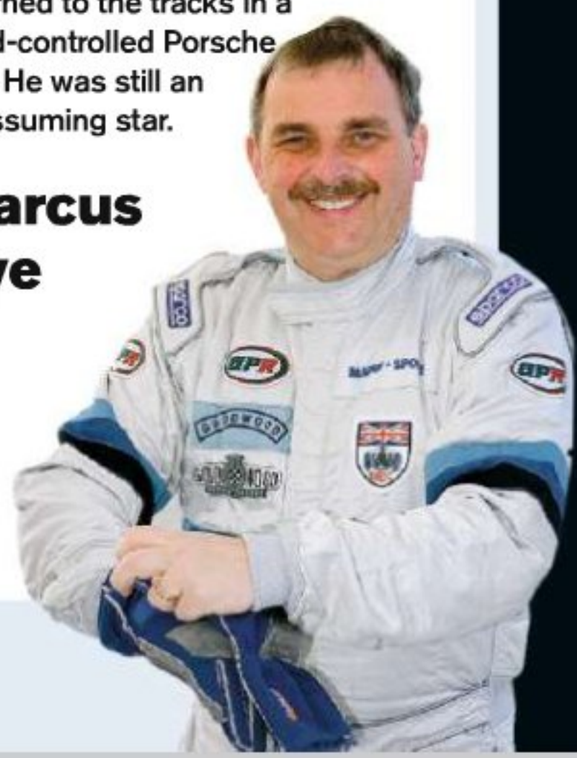
Although naturally one of the quickest drivers in F3, skimping on parts between accidents and incidents aplenty – some biggies, from Crystal Palace to Brazil – meant successes were few and far between as he tripped from Brabham and Chevron through Dastle, GRD and MRE cars to a three-year-old Lotus. Yet he beat

> "Barrie's wits and proud Yorkshire DNA enabled him to get by on almost nowt"

the likes of future F1 world champions Emerson Fittipaldi and James Hunt on his day.

I saw Barrie race regularly from the late 1970s, when he eked stellar speed from the FF2000 Sparton, then from '91-'93 as he dominated Classic F3's 1600cc class, landing a hat-trick of titles in a Palliser WDF3. After that '93 season he broke his back when he fell from a tree, but – inspired by Marc Haynes – returned to the tracks in a hand-controlled Porsche 911. He was still an unassuming star.

Marcus Pye



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WALKER

Almost 40 GT machines are entered for Snetterton

AUTOSPORT 3 Hours

AUTOSPORT 3 Hours entry boom

THE HISTORIC SPORTS CAR Club's switch to GT machinery has resulted in a booming entry for this weekend's AUTOSPORT 3 Hours.

Since being revived in 2007, the Snetterton enduro had been the domain of Guards Trophy sports-racers, with Chevrons being unbeaten in the first seven historic editions.

This year the regulations have been switched to pre-1966 GTs (see AUTOSPORT, November 28, 2013) and nearly 40 cars have been entered, including those from Flavien and Vanessa Marcais' GT and Sports Car Cup series.

"We've certainly got a bigger grid," said HSCC director Grahame White. "Whether it's all down to the GTs I don't know, but joining with Flavien and Vanessa has been a boost. It's an experiment and I hope it's going to work. It has so far."

White has not yet decided on the rules for future editions of the event, but conceded continuing with the GT path was probable. "It's likely we will stick with this, but we'll wait to see what people's reactions are," he added.

P80 SEARS ON 1964 WIN



LAT

McQueen 908/2 will join display

Le Mans

Display for epic Porsches

THE 908/2 THAT STARRED IN the Steve McQueen movie *Le Mans* will take pride of place in a display Porsches at this month's 24 Hours.

The 908/2, which finished second in the 1970 Sebring 12 Hours with McQueen and Peter Revson, will be on public display in the Le Mans 'Village' – along with nine other Porsches that raced in the French enduro – from the Wednesday of Le Mans week (June 11). The display will move to the start-finish straight for pitwalk day on Friday, undertake a lap of the track ahead of the race start on Saturday, then return to the Village.

The line-up will include four Le Mans-winning Porsches: the 1976 936, the 1987 962C, the 1994 Dauer 962LM and the 911 GT1-98 that gave the marque its most recent outright Le Mans victory in 1998.

Historic F2

Smith sweeps to Historic F2 wins

DARWIN SMITH LED EVERY LAP IN the process of winning both rounds of the Historic Formula 2 Championship on the Nurburgring Grand Prix circuit in dominant fashion last weekend.

The Northern Irishman, driving the March 722 owned by father John for four decades, also claimed pole position and fastest lap in both races on his debut at the German track.

"I'm really more than happy, it's been a perfect weekend," said Smith after his victory in race two.

Swiss driver Hans Peter took his Ralt RT1 to second place in both races ahead of reigning champion Robert Simac in race one and Peter Williams in race two. Simac dominated both races for Class A 1600cc cars, finishing ahead of Alain Lagache and Tim Barrington each time.



DAVIES/PSP

Wood's Accord could also join in at Oulton

Super Touring

Audi A4 set to join Super Touring revival

AN AUDI A4 COULD JOIN THE Super Touring Trophy grid this season.

Paul Smith, who has already run a Ford Sierra RS500 and BMW 320i in the historic tin-top series, is considering fielding his 1995 ex-Hans Stuck four-wheel-drive machine.

Organiser Jonny Westbrook confirmed Smith is intending to test both the BMW and Audi at Oulton on Friday (June 6).

The entry for the BTCC support races at Oulton, both of which will be televised, stood at 26 when AUTOSPORT closed for press. Jim Whelan (engine failure in his BMW), Craig Davies (cracked RS500 block) and Richard Meins (injured in a recent accident) have withdrawn, but Ric Wood is expected to run in the ex-Gabriele Tarquini Honda Accord he raced at Donington Park last weekend.



In brief

Escorts on top in RAC

Ford Escort Mk2 pairing Nick Elliot and Dave Price (pictured) won the Severn Valley Historic Stages to claim their second RAC Rally Championship win. Richard Hill and Steffan Evans, also in an Escort, beat historic debutants Dai Llewellin and Paul Williams to second.

MTECH Lite back in FR

The MTECH Lite squad will return to Formula Renault BARC with car-racing rookie Hayden Edmonds. SWB ran Edmonds, who scored two top-10 finishes on his single-seater debut at Donington Park last weekend, after the Irishman secured a last-minute deal, but the junior MTECH squad will take over for the remainder of the season.

Gilham back to VWs

Former British Touring Car racer Tony Gilham made a last-minute return to the Volkswagen Racing Cup at Silverstone last weekend. Gilham's Team Hard operation runs several cars in the series and the former VW champion stepped into a vacant Golf to finish 16th and 7th in the two races.

Smith to NASCAR

British Radical ace Bradley Smith will make his Euro NASCAR Series debut at Brands Hatch this weekend. The SR3 Challenge UK champion, who claimed a maiden win the Radical Euro Masters on the Brands GP circuit last month, has experience of series sponsor Whelen, having joined them for this year's Daytona 24 Hours.

Junior scholarship plans

Ginetta has announced details of an expanded Junior scholarship plan for next season. It will again run from three days at Bedford Autodrome (October 27-29) but has been increased to accommodate 80 entrants instead of 60. Applicants' date of birth will need to be between January 1, 1999 and March 21, 2001.



Race-one winner Fulbrook leads the packed field away

EBREY/LAT

BRITISH GT SUPPORTS SILVERSTONE, MAY 31-JUNE 1 BRSCC

VW Cup thrillers head GT supports

THE VOLKSWAGEN RACING CUP provided the pick of the British GT support action, with the second race in particular featuring great battles.

Reigning champion Aaron Mason was on course to win the opener when a damper mount broke on his Scirocco with two laps left after he caught a kerb. This enabled former double champion Joe Fulbrook to take his first win of the season in his Golf, from Lucas Orrock (Scirocco) and Sam Morgan (Golf) – who both took their first podium finishes.

A thrilling race two began with Josh Caygill initially leading before Stefan di Resta's similar Scirocco passed him at Stowe. He didn't stay in front for long as Mason made a cracking start from 11th and also seized the lead at Stowe.

Mason struggled to hold on though because his older tyres caused handling issues, meaning Jack Walker-Tully and di Resta stayed close, but the order remained unchanged with the trio separated by less than a second.

"That was one of the best races I have had for some time," the winner enthused.

The Clubmans Championship also provided some close racing. The first race was a battle between Mark Charteris's Mallock MK20/21 and Daniel Gibson's Nemesis. It was Charteris who took the spoils as Gibson was badly blocked by a backmarker. Charteris couldn't fight for a double victory as an ignition problem prevented him from starting. Instead there was a father-and-son duel between Gibson and dad Paul. A move on lap six sealed Paul's third win of 2014.

The same three drivers finished on the podium in the three Ginetta GT5 Challenge races, but in a different order each time. Ollie Chadwick grabbed the lead from poleman and points leader George Gamble into Copse on lap one of the opener. Gamble briefly reclaimed top spot but later lost out to both Chadwick and then Dennis Strandberg to finish third. Chadwick made a poor getaway in race two, but quickly recovered to second although he could do nothing about Gamble.

Race three was the best of the bunch as the trio battled for the lead throughout. Chadwick's chances were hampered early on when a backmarker exited the pitlane directly in front of him. Strandberg made the race-winning move on Gamble at The Loop on the final lap.

Stuart Pearson took his 2014 G20 class-win tally to seven with a hat-trick of victories.

There were more repeat podiums in the Ginetta Racing Drivers Club races, as Charles Ferguson picked up another brace of wins. He won fairly comfortably from Gary Wager and John Wall in race one but things were closer in the second thrash. Wall put Ferguson under pressure throughout after passing Wager at Becketts on the opening tour. Scott Mitchell soon made it a lead quartet and clinched third on the penultimate lap in his maiden race weekend.

Liam and Kieran Griffin took a comfortable second AMR GT4 Challenge win of the season from Jade Edwards and Paul Whight. Mike Brown and Paul Cripps finished third after Calum Lockie spun the car the former British GT champion shared with Kevin Norville.

● Stephen Lickorish



Strandberg was one of three Challenge winners

EBREY/LAT

RESULTS

VOLKSWAGEN RACING CUP (8 LAPS) 1 Joe Fulbrook (Golf GTI) 20m48.938s (84.40mph); 2 Lucas Orrock (Scirocco) +1.587s; 3 Sam Morgan (Golf GTI); 4 Chris Panayiotou (Scirocco); 5 Josh Caygill (Scirocco); 6 James Greenway (Scirocco). **Fastest lap** Jack Walker-Tully (Scirocco) 2m23.332s (91.93mph).
RACE 2 (9 LAPS) 1 Aaron Mason (Scirocco) 21m45.510s (90.84mph); 2 Walker-Tully +0.322s; 3 Stefan di Resta (Scirocco); 4 Panayiotou; 5 Fulbrook; 6 Caygill. **FL** di Resta 2m23.982s (91.52mph).
CLUBMANS (BOTH 10 LAPS) 1 Mark Charteris (Mallock MK20/21) 21m35.420s (101.72mph); 2 Daniel Gibson (Nemesis K11) +0.660s; 3 Paul Gibson (Nemesis K11); 4 Malcolm Jackson (Mallock MK20B); 5 Marcus Bicknell (Mallock MK35 EB); 6 Michelle Hayward (Mallock MK7). **Class winners** D Gibson; Hayward; Barry Webb (Mallock MK16 BW). **FL** Charteris 2m07.969s (102.97mph).
RACE 2 1 P Gibson 21m49.356s (100.64mph); 2 D Gibson +1.129s; 3 Jackson; 4 Bicknell; 5 Alex Champkin (Vision V84); 6 Hayward. **CW** Jackson; Champkin; Clive Wood (Mallock MK20). **FL** D Gibson 2m09.409s (101.83mph).
GINETTA GT5 CHALLENGE (7 LAPS) 1 Ollie Chadwick 17m18.884s (88.79mph); 2 Dennis Strandberg +0.124s; 3 George Gamble; 4 Gary Simms; 5 Brad Bailey; 6 Callum Pointon. G20 Winner Stuart Pearson. **FL** Chadwick 2m26.603s (89.88mph). **RACE 2 (9 LAPS) 1 Gamble 22m01.928s (89.71mph)**; 2 Chadwick +0.893s; 3 Strandberg; 4 Simms; 5 Bailey; 6 Luca Hirst. **CW** Pearson. **FL** Chadwick 2m25.622s (90.49mph).
RACE 3 (7 LAPS) 1 Strandberg 17m14.820s (89.14mph); 2 Gamble +0.260s; 3 Chadwick; 4 Simms; 5 Bailey; 6 Frederick Mortensen. **CW** Pearson. **FL** Strandberg 2m25.811s (90.37mph).
GRDC (BOTH 8 LAPS) 1 Charles Fergusson 22m09.986s (79.26mph); 2 Gary Wager +3.957s; 3 John Wall; 4 Gregory Stuart; 5 Tony Hirst; 6 Scott Mitchell. **FL** Ferguson 2m45.125s (79.80mph).
RACE 2 1 Ferguson 21m55.989s (80.10mph); 2 Wall +1.325s; 3 Mitchell; 4 Wager; 5 Stuart; 6 Hirst. **FL** Mitchell 2m43.207s (80.74mph).
AMR GT4 CHALLENGE (43 LAPS) 1 Liam Griffin/Kieran Griffin 1hr42m10.062s (92.43mph); 2 Jade Edwards/Paul Whight +29.121s; 3 Mike Brown/Paul Cripps; 4 David Tinn/John Dickson; 5 Kevin Norville/Calum Lockie; 6 Tim Eakin/Richard Taffinder. **FL** Norville/Lockie 2m14.277s (98.13mph).



Paul Gibson beat son Daniel in second Clubmans race



Dunne beat points leader Murray twice

DEMPSTER

FORMULA FORD 1600 KIRKISTOWN, MAY 31 500MRCI

Dunne flies into title fight with double at Kirkistown

NOEL DUNNE ESTABLISHED HIMSELF as a strong Northern Ireland Formula Ford 1600 Championship contender with a brace of finely judged victories over series leader Niall Murray.

Murray still tops the points table as the NI Championship nears the halfway mark, but Dunne's double has brought him a lot closer.

The fights last Saturday were intense though. In race one the battle lasted for the full distance, with the lead changing lap after lap. Dunne's winning margin after 16 tours was just 0.347s.

Jake Byrne got into third early on, ahead of a squabbling Van Diemen pack comprising Sean Doyle, Adrian Pollock and Morgan Dempsey. When Dempsey departed with deranged steering after a clash at the Chicane, Alan Davidson joined in to maintain interest all the way to the finish.

Battle resumed in the second race with Dunne and Murray again locked in combat. A few laps from the finish things became a bit too close at the hairpin and the resultant contact between the pair let Morgan Dempsey through to take the lead.

He didn't stay there for long though. Dunne and Murray were quickly up to speed again and swooped past to resume the lead battle. The issue remained in doubt until the final corner, but again Dunne had his nose ahead as they reached the line – this time his winning margin just 0.110s!

● Richard Young

RESULTS (BOTH 16 LAPS) 1 Noel Dunne (Van Diemen RF01); 2 Niall Murray (Van Diemen LA10) +0.347s; 3 Jake Byrne (Ray GR13); 4 Sean Doyle (Van Diemen RF00); 5 Adrian Pollock (Van Diemen DP08); 6 Alan Davidson (Mondiale M89S). **CW** Davidson; Mike Todd (Mondiale M84S); Arnie Black (Crossle 32F). **FL** Murray, 1m01.506s (88.496mph). **RACE 2 1 Dunne**; 2 Murray + 0.110s; 3 Morgan Dempsey (RF00); 4 Byrne; 5 Doyle; 6 Davidson. **CW** Davidson; Todd; Black. **FL** Dunne 1m01.180s (88.967mph).

ROADSPORTS KIRKISTOWN, MAY 31 500MRCI

Slow starts no win deterrent to Larkham

AFTER MOTORING GENTLY OFF THE line from pole, Jim Larkham recovered to take two Roadsports victories in his Radical PR6, but for the first few laps in each race he was pushed hard.

Fast starters Paul Conn, Hal Catherwood and John Benson (Crossles) and Clive Heak's Hayabusa-powered Locost were the early frontrunners and provided most of the action until Larkham got his new steed up to speed.

A couple of spins dropped Catherwood back into the pack but the rest kept up the pressure until Larkham found a way through. Conn was a distant second in the end, though, eight seconds in arrears but ahead of Benson.

Behind them Class B frontrunners Graham Moore and David Mutch scrapped hard in their GMS Hondas to finish just 0.39s apart, with the equally determined Jimmy Dougan (Locost) and Mark Francis (GMS) not far behind.

It was almost the same story in race two as Conn entered into a fruitless attempt to keep Larkham in his sights, finishing 10s back this time. While Catherwood kept his Crossle pointing the right way on this occasion to take third spot from Benson, neither Heak nor Moore made it to the flag, both retiring with mechanical problems.

Moore's departure left Mutch to take class honours from Dougan and Francis, the trio having made short work of the rest despite having to start from the back.

● Richard Young


Chasing pack saw little of Larkham after the start

RESULTS (BOTH 16 LAPS) 1 Jim Larkham (Radical PR06); 2 Paul Conn (Crossle 47S) +8.052s; 3 John Benson (Crossle 37S); 4 Clive Heak (Locost Suzuki); 5 Hal Catherwood (Crossle 9S) 6 Graham Moore (GMS Honda). **CW** Moore. **FL** Larkham 1m01.550s (88.432mph). **RACE 2 1 Larkham**; 2 Conn +10.135s; 3 Catherwood; 4 Benson; 5 David Mutch (GMS Honda); 6 Jimmy Dougan (Locost Honda). **CW** Mutch. **FL** Larkham 1m00.375s (90.225mph).



In brief

Historic Formula Junior

A select group of front-engined FJs provided nostalgia and entertainment in equal measure. John Arnold (above) took both victories in his immaculate Elva 100, but had his mirrors full of Patrick Barford's Gemini (driven by Graham Barron in race two) and Martin Sheppard's Stanguellini each time.

Fiesta Zetec

Andrew Blair maintained his position as top man among the Kirkistown Fiesta brigade, winning both races. Newcomer Ian McCallister wrested the runner-up spot from Ryan Campbell in the first race but in the second Campbell took the fight to Blair, finishing just 0.041s behind at the flag with McCallister third.



Howard and Clarke fight over the lead

ALL PICS: GARY HAWKINS

JAGUAR SALOONS AND GT BRANDS HATCH, MAY 31-JUNE 1 CSCC

Howard's remarkable Jag run ended

A THRILLING THREE-WAY BATTLE FOR the lead in the first Jaguar Saloons and GT race eclipsed the opposition as David Howard, unbeaten since last August, came under intense pressure from Sam Clarke Jr and last year's champion, Tom Barclay.

Clarke drew alongside several times but Howard refused to concede. Barclay remained a chasing shadow in their slipstream until he suddenly dived under Clarke at Paddock, who fought back next time round and then tucked back under the tail of the leader's XJ12.

With a lap to go Clarke somehow managed to run all the way around the outside at Druids to snatch the lead, but on the last lap, with the XJ12 looming large in his mirrors, he overcooked it at Graham Hill Bend and Howard raced on to his 75th victory, just a length ahead of Barclay and five seconds up on Rodney Frost. Clarke resumed in time to finish fifth, behind Simon Lewis.

The Jaguar battle continued with renewed vigour on Sunday. As Howard led away from Barclay, Clarke soon overhauled James Ramm and Frost to complete the leading trio. Once again Howard held a hint of an advantage but this time it was Barclay who was pushing relentlessly. After 10 laps the first three were still nose to tail and pulling away.

With three minutes remaining Clarke became increasingly desperate to force past Barclay, but fate intervened when poor Paul Merrett spun his XJS at the bottom of Paddock – right in front of the leader.

Howard jammed on his brakes and just managed to avoid the hapless spinner, but by then Barclay and Clarke were already heading up the hill. Howard could only trail home third behind Barclay and Clarke.

● Kerry Dunlop

RESULTS (19 LAPS) 1 David Howard (XJ12) 20m52.754s (65.95mph); 2 Thomas Barclay (XJ12); 3 Rodney Frost (XJS); 4 Simon Lewis (XJ6); 5 Sam Clarke Jr (XJS); 6 James Ramm (XJS). **Class winner** Frost; Lewis; Philip Comer (XJS); Alan Hersey (XJS). **Fastest lap** Clarke 55.860s (77.84mph). **RACE 2 (21 LAPS) 1 Barclay 20m11.953s (75.33mph)**; 2 Clarke + 0.266s; 3 Howard; 4 Ramm; 5 Derek Pearce (Mk2); 6 Richard Knott (XJS). **CW** Clarke; Pearce; Knott; Hersey. **FL** Clarke 56.312s (77.22mph).



Davis was peerless at Brands

FUTURE CLASSICS BRANDS HATCH, MAY 31-JUNE 1 CSCC

Davis on devastating form

TIM DAVIS'S BEST QUALIFYING LAP for the Future Classics was more than a second better than that of his closest rival, Nicholas Olson, so as he pulled away in the lead the result seemed a foregone conclusion.

But a lengthy pitstop for his Tuscan meant that the company director from Orpington had to set fastest lap after fastest lap to reduce an 18-second deficit before he eventually secured the win over Olson after a swift pass on the Lotus Esprit along the bottom straight.

Miles Masarati started in second place, but fell back slightly before handing over to brother Piers, who went on to finish a lonely third.

The Ken Lark/Nick Starkey Corrado lost fourth place to David Garrett's Elan due to a two-minute time penalty for leaving the engine running during their pitstop.

● Kerry Dunlop

RESULTS (43 LAPS) 1 Tim Davis (TVR Tuscan) 40m49.045s (76.35mph); 2 Nicholas Olson (Lotus Esprit S3) +15.013s; 3 Miles & Piers Maserati (Porsche 911T); 4 James Neal/Neil Harvey (Porsche 964 Carrera); 5 John Hammersley/Simon Taylor (Vauxhall Astra GTE); 6 Perry Waddams (Tuscan). **CW** Olson; Neal/Harvey; Hammersley/Taylor; Jon Jeffery/John Broadley (Davrian Mk1). **FL** Davis 54.168s (80.27mph).

CLASSIC K BRANDS HATCH, MAY 31-JUNE 1 CSCC

Skinner streaks to victory

THE LUSCIOUS, LIGHTWEIGHT JAGUAR E-type of father-and-son Michael and Kallum Gray started the Classic K race from pole position, but their 30-second success penalty meant they faced an uphill task.

Richard Skinner's lighter Marcos 1800 made the better start anyway, ahead of Gray Sr and Thomas Pead. But the BMW driver's race was ruined after his pitstop when he rejoined the track through a red light and incurred a two-minute penalty.

Nick Randall might have inherited third place but for an oil-surge problem that plagued the Elan he shared with his father Chris, and so the mighty Mustang of Alex Thistlethwayte/John Bussell came through to claim the final podium spot ahead of Richard McKoen.

● Kerry Dunlop

RESULTS (58 LAPS) 1 Richard Skinner (Marcos 1800 GT) 1h00m18.164s (69.70mph); 2 Michael & Kallum Gray (Jaguar E-type) +26.858s; 3 Alex Thistlethwayte/John Bussell (Ford Mustang); 4 Richard McKoen (Triumph TR4); 5 Jon Sandilands (MGB); 6 David Edge/Barry Carpenter (E-type). **CW** Gray/Gray; Thistlethwayte/Bussell; McKoen, Sandilands; David Thompson (TVR Grantura); Jason Brooks (Austin Mini Cooper S); Thomas Pead (BMW 1600ti). **FL** K Gray 57.468s (75.67mph).



Marcos man Skinner claimed Classic K win


Greenshields (40) won by a tiny margin

MAGNIFICENT SEVENS BRANDS HATCH, MAY 31-JUNE 1 CSCC

Greenshields stamps authority on thriller

THE FIRST MAGNIFICENT SEVENS RACE for Group 1 was a typically frantic affair. The leading three drivers chopped and changed positions throughout and eventual winner Fraser Greenshields could never be sure of success until the chequered flag fell.

Spencer Horgan was obliged to start from the pitlane as his success penalty, but he was destined to play a major part during the closing stages. Greenshields started in third place, but on lap two he zapped Robert Cooper and then snatched the lead from Antony Sidney-Woollett at Paddock and began to pull away. Soon afterwards Graham Hill (the driver) spun out of fourth place at Graham Hill (the bend).

After 10 laps Horgan was already up to fifth place and closing fast. Meanwhile Cooper was the first to take his obligatory pitstop, followed by Greenshields.

When the stops had played out Greenshields jinked out of Cooper's slipstream to hit the front again. By this time Horgan had joined the leading pair and soon afterwards he swept around the outside of Cooper to seize second place.

With three minutes remaining Horgan made his bid for the lead at Druids, but he left his braking too late and slithered into the gravel. As Cooper took a stop-go penalty, Rod Arnold put in a late charge to finish 0.082s behind the winner.

● Kerry Dunlop

RESULTS (42 LAPS, ALL CATERHAM 1600 SUPERSPORTS) 1 Fraser Greenshields 40m06.884s (75.88mph); 2 Rod Arnold +0.082s; 3 Lucy Redding; 4 Carl Nairn; 5 Wayne Crabtree/Oliver Clarke; 6 Jonathan Smare. **CW** Nairn; Crabtree/Clarke; Bronek Masojada; Philip Lethaby. **FL** Arnold 54.191s (80.24mph).

SPECIAL SALOON & MODSPORTS BRANDS HATCH, MAY 31-JUNE 1 CSCC

Brothers take charge with a win apiece

IT WAS GOOD TO SEE A HEALTHY entry for the two Special Saloon/Modsports races, both dominated by the neat, recently rebuilt Peugeot 309GTI for Danny Morris and his brother Ricky Parker-Morris, who shared top honours.

Matt Moore's Escort led the opening laps of the first race from Danny Morris until the Peugeot made sure of victory with a well-judged pass at Druids. Tom Carey in third place had come under pressure from Paul Sibley, and after a thrilling, three-lap scrap Sibley's Elan emerged in front – before almost immediately coasting to a stop. Steven Moss took up the chase and closed in on Carey, but the local driver's Honda CRX just held off the Anglia at the end. Ian Stapleton's Alfa was fifth and Peter Stevens's V8 Carlton was sixth.

Once again Cosworth power carried Moore to the front in race two, but Ricky Parker-Morris was chasing hard and Carey was closing fast. Meanwhile Sibley moved ahead of Moss's Anglia and then passed Carey as well, but his efforts came to nought when he retired again.

In the closing stages Parker-Morris snatched the lead from Moore as they turned into Druids and then held on to win by a couple of seconds. Carey was rewarded with third place after a mistake by Moss, who fell to fourth.

● Kerry Dunlop


Morris brothers' 309 GTi was unbeatable

RESULTS (18 LAPS) 1 Danny Morris (Peugeot 309 GTI Turbo) 15m40.988s (83.18mph); 2 Matt Moore (Ford Escort RSR) +2.169s; 3 Tom Carey (Honda CRX); 4 Steven Moss (Ford Anglia); 5 Ian Stapleton (Alfa Romeo GTV6); 6 Peter Stevens (Vauxhall Carlton). **CW** Carey; Moss; John Woods (Maguire Stiletto); Tim Cairns (MG Midget); Martin Baker (Hillman Imp). **FL** Morris 50.962s (85.33mph). **RACE 2 (17 LAPS) 1 Ricky Parker-Morris (309 GTI) 15m00.151s (82.12mph)**; 2 Carey +3.578s; 3 Stevens; 4 Stapleton; 5 Paul Sibley (Lotus Elan); 6 Piers Grange (Ford Sierra XR8). **CW** Carey; Stapleton; Woods; Baker; Cairns. **FL** Carey 51.598s (84.27mph).



In brief

Swinging Sixties

Darren Harman started the Swinging Sixties Group 1 race from pole but spun out on the first lap, leaving Ben Weston (above) just ahead of Thomas Pead. A drive-through penalty for jumping the start put Pead back, but after Weston's Midget retired he recovered well to win from Andy Southcott, whose Midget started from 22nd place. Clive Tonge/Vaughn Winter's Mini Cooper S was third. Ben Gough and Ian Daniels led all the way in the Group 2 race. Bill Watt passed Jon Crayston and then Richard Hayhow to make sure of second place.

Magnificent Sevens

Ian Conibear dominated the Magnificent Sevens Group 2 race until the pitstop window opened, after which he slumped to sixth. Pascal Green, who had been chasing the leader closely, took control and held on to win from Simon Smith. Peter Ratcliff, undeterred by his success penalty, romped through from the back to finish third.

Modern Classics

The TVR Tuscan of Christian Douglas led for most of the Modern Classics event and it seemed to have the measure of the BMW M3 driven by Douglas's nearest rival, Mark Smith. But a combination of bad luck, pitstops and an unfortunate safety car period scuppered Douglas's effort and he had to be content with second place, 42 seconds behind Smith.

Tin Tops

Nigel Tongue's Peugeot 306 romped home to win the Tin Tops Group A race by almost a lap from Steve and Danny Cassar's Honda Civic Type R. Paul Mensley, having started from the pitlane, ran third until his Focus ran out of fuel, handing it to the Honda of Richard Gane and Chris Adams. Daniel Turner (below, #123) won the Group B race. Ian Collins lost second with a grassy moment, but Ashley fought back to finish a close second with the family Clio. Another Clio, driven by Craig Lawton and Paul Masters, was third.





Fittipaldi won all three races

FORMULA RENAULT BARC DONINGTON PARK, MAY 31-JUNE 1 BARC

Fast-starting Fittipaldi scores a hat-trick

WALKER

PIETRO FITTIPALDI MOVED TO THE top of the Formula Renault BARC standings after victory in all three races at Donington.

Alex Gill was on pole for race one, but Fittipaldi took the lead off the line and never looked back. Gill held onto second for the next six laps before Piers Hickin passed him, but Gill was still able to finish a comfortable third from Colin Noble Jr.

Gill also failed to capitalise on pole position at the start of race two as Fittipaldi surged ahead once again. The duo was able to make its escape as a huge scrap ensued for third. Patrick Dussault's great start gave



Noble leads at the start of race three

WALKER

him third until, on lap four, Tarun Reddy went ahead at Redgate.

Matteo Ferrer then snatched third at Redgate a few laps later, only to run wide at the Old Hairpin and lose out. Reddy was able to hold onto third, but had Dussault back on his tail for the final laps. Noble claimed fifth with Dimitris Papanastasiou coming home just inches from his gearbox.

Hickin, who had stalled at the start of the second race, was on pole for the third but again stalled on the line. The whole field got by safely as Noble grabbed the lead, squeezing past Fittipaldi through Redgate. Ferrer made it a three-way fight for the lead, until Fittipaldi took the lead at the Old Hairpin, leaving a seven-car train trailing behind.

Behind Fittipaldi, Noble kept the rest of the challengers at bay to record his best finish of the year. Hickin had charged back to claim third from Redgate on lap five, while Ferrer just held off Gill for fourth.

● Peter Scherer

RESULTS (ALL 15 LAPS) 1 Pietro Fittipaldi 17m08.763s (103.88mph); 2 Piers Hickin +4.258s; 3 Alex Gill; 4 Colin Noble Jr; 5 Matteo Ferrer; 6 TJ Fischer. **Fastest lap** Fittipaldi 1m07.765s (105.13mph). **RACE 2 1 Fittipaldi 17m11.060s (103.65mph)**; 2 Gill +3.035s; 3 Tarun Reddy; 4 Patrick Dussault; 5 Noble; 6 Dimitris Papanastasiou. **FL** Hickin 1m08.143s (104.55mph). **RACE 3 1 Fittipaldi 17m13.523s (103.40mph)**; 2 Noble +0.996s; 3 Hickin; 4 Ferrer; 5 Gill; 6 Dussault. **FL** Ferrer 1m07.877s (104.96mph).

CLIO CUP SERIES DONINGTON PARK, MAY 31-JUNE 1 BARC

Honours even in Clio battles

MIKE ROBINSON AND BRETT SMITH emerged from fierce Clio Cup Series battles in both races with a win each.

Robinson led the first throughout, but Smith wasn't far behind. Brett Lidsey only just held off Luke Herbert and Smith's father Jeff for third place, with all three covered by 0.853secs.

On the first lap of race two, Smith Jr seized the lead from Robinson before several cars went off at Redgate,



Robinson led home Smith in race one

WALKER

triggering a safety car.

Robinson was closing down Smith, who had eked out a small lead, when Ollie Pidgley tipped off Lidsey at the chicane and the safety car came out again, frustrating the leader further.

Smith Jr was able to hold on for the win in the one-lap sprint to the flag, ahead of Robinson and Paul Streather. "I was relieved as another lap and he [Robinson] would have got me," he said.

● Peter Scherer

RESULTS (12 LAPS) 1 Mike Robinson 15m56.676s (89.36mph); 2 Brett Smith +0.178s; 3 Brett Lidsey; 4 Luke Herbert; 5 Jeff Smith; 6 Tommy Ostgaard. **CW** Ollie Pidgley; Anton Spires; Jonathan Creasley. **FL** J Smith 1m18.262s (91.03mph).
RACE 2 (14 LAPS) 1 B Smith 25m43.384s (64.62mph); 2 Robinson +0.516s; 3 Paul Streather; 4 David Dickenson; 5 Herbert; 6 Sam Randon. **CW** Pidgley; Spires. **FL** Herbert 1m18.594s (90.65mph).

FERRARI OPEN DONINGTON PARK, MAY 31-JUNE 1 BARC

Marrs thrown off orbit for double win



Double was on the cards for Marrs

WALKER

WAYNE MARRS LOST THE CHANCE OF a double win after a costly off at Schwantz Curve in the second race.

Race one began with John Seale and Graham Reeder fighting for the lead, with Marrs moving into third by the end of lap three. He passed Reeder at half-distance before taking the lead a lap later. Marrs couldn't shake Seale, who finished just 0.177s behind, with Reeder comfortable in third place.

Marrs had built up a huge lead at the start of race two, with Seale and Marcus Hogarth trailing behind. Hogarth was second when Marrs went off, handing him the win over Seale and Reeder/Tony Jones.

● Peter Scherer

RESULTS (21 LAPS) 1 Wayne Marrs (458 Challenge) 25m30.910s (97.73mph); 2 John Seale (458 Challenge) +0.177s; 3 Graham Reeder (430 GT3); 4 Bernard Hogarth (458 Challenge); 5 Paul Ugo (360 Challenge); 6 Robert Macfarlane (360 Challenge). **CW** Ugo; Mario Ferrari (308 GTB); Darren Laverty (355 Challenge). **FL** Marrs 1m10.840s (100.57mph).
RACE 2 (37 LAPS) 1 Marcus Hogarth (458 Challenge) 46m01.601s (95.45mph); 2 Seale +23.580s; 3 Tony Jones/Reeder; 4 Ugo; 5 Macfarlane; 6 Nigel Jenkins (355 Challenge). **CW** Ugo; Jenkins. **FL** Hogarth 1m10.400s (101.20mph).


WALKER

Rose won the opener but then hit trouble

SPORTS SALOONS DONINGTON PARK, MAY 31-JUNE 1 BARC

Turbo problem costs Rose two out of two

PAUL ROSE AND ROBERT SPENCER shared the victory spoils in two action-packed races.

Rose had started race one from pole and his Saker held the lead going into Redgate. The Stuart Taylor Locosaki of Spencer was able to consolidate second with little impression on the leader.

Steve Harris, in the second Saker, held third early on before slipping back. In the opposite direction came Garry Watson, storming through from the back of the grid to take third from Harris on lap six, while Luke Armiger and Paul Dobson had both made it past by half distance.

Rose was beaten away at the start of race two by Watson, but the Westfield driver had the first of two offs on the second lap when he spun at the Old Hairpin, giving Rose back the lead ahead of Spencer and the Tigras of Matt Simpson and Armiger.

But Rose was forced to pit with a turbo pipe hanging off and Simpson followed him in on the same lap. Spencer was left with a comfortable lead but, having initially backed off, was then reeled in by Watson.

Watson retook the lead with four laps to go, before going off on oil and dropping to second. "I just went straight on at Redgate," he said.

Armiger dropped out of third in a cloud of smoke at the chicane just three laps from home, handing third to Harris, who had kept any threat from Cam Forbes's Westfield at a safe distance.

● Peter Scherer

RESULTS (19 LAPS) 1 Paul Rose (Saker) 21m37.500s (98.83mph); 2 Robert Spencer (Stuart Taylor Locosaki) +18.180s; 3 Garry Watson (Westfield SeW); 4 Luke Armiger (Vauxhall Tigra); 5 Paul Dobson (Mazda RX7); 6 Steve Harris (Saker). **CW** Watson. **FL** Rose 1m10.290s (101.36mph).
RACE 2 (18 LAPS) 1 Spencer 22m22.138s (95.55mph); 2 Watson +9.676s; 3 Harris; 4 Cam Forbes (Westfield SeiW); 5 Brian Dean (Westfield SE); 6 Garry Wardle (Ginetta G50). **CW** Harris. **FL** Rose 1m10.195s (101.49mph).

FF1600 CHAMPION OF OULTON OULTON PARK, MAY 31 BRSCC

Old tyres fail to hold back Hodgen in lights-to-flag win

CHRIS HODGEN TURNED POLE position into victory at Oulton Park, despite having to wait for his old tyres to come to life.

Great launches from Hodgen, Jamie Jardine and Stuart Jones at the front of the grid saw the trio battle towards Old Hall, before Hodgen's Van Diemen RF89 pulled away. His lead came under threat on lap two when the Reynard 84FF of Jardine darted alongside, but Hodgen held on, leaving Jardine to defend from Jones.

As his rivals fought behind, Hodgen established a comfortable lead. "It allowed me to get my head down and break away," he said. "I brought old tyres with me this weekend, so I just wanted to get ahead so I could control the race from there when my tyres came in."

Jones's bid for second place was abruptly ended on lap four when his Reynard 89FF clipped the tyres at Knickerbrook, forcing him into retirement. In his absence, Jardine held on to second place, while Josh Fisher claimed a solitary third place.

In the combined Post-89 invitation race, Van Diemen RF00 racer Douglas Crosbie climbed to eighth place overall, ahead of David and Tom McArthur's inseparable LA10s.

● Leanne Fahy


BOURNE

Hodgen left chasing pack behind

RESULTS (11 LAPS) 1 Chris Hodgen (Van Diemen RF89) 20m14.906s (87.74mph); 2 Jamie Jardine (Reynard 84FF) +3.295s; 3 Josh Fisher (Reynard 89FF); 4 Andrew Thomas (Reynard 89FF); 5 Mario Sarchet (Reynard 86FF); 6 David Murphy (Van Diemen RF85). **CW** Jardine; Douglas Crosbie (Van Diemen RF00); Ian Parkington (Royale RP26). **FL** Hodgen 1m49.094s (88.83mph).


WALKER

In brief

Ferrari Classic

Both races at Donington were dominated by Gary Culver's 328 GTB (above). Nigel Jenkins had hoped to match his second place in race one in the second race too, but suffered a retirement at the last corner. James Cartwright had been third in the first outing and profited from Jenkins's non-finish. Double class winner Darren Wilson completed the race two podium.

Junior Saloons

Championship leader James Dorlin left Donington as a double winner, but only after Charlie Kennedy, who won race two on the road, was penalised for a jumped start. Kennedy had been second on the road in race one, but another penalty for hitting Ben Mills on the opening lap handed second to Ben Colburn, with Mills third.

Arrowpak Sport Saloons

Doug Ellwood relinquished Arrowpak Sports and Saloons race-one pole position after a qualifying accident left his Marcos Mantis badly damaged. In his absence David Matthias narrowly pipped Chris Whiteley for honours. The pair scrapped once again in race two, with Matthias eventually claiming victory over his rival.

Ford XR Challenge

Greg Speight claimed Ford XR Challenge success at Oulton Park. Polesitter Craig Readyhough led from the start, but after losing the lead early on he retired at half distance. Jack Minshaw fought his way into the lead, before being handed a 10-second penalty for a startline infringement, promoting Speight to first.

Scottish SSCC

Cameron Purdie (below) dominated both Scottish Saloon and Sports Car outings at Oulton Park. After an early challenge from Fiona Kindness in race one, Purdie leapt ahead, leaving Kindness to fend off Andrew Morrison. Kindness led early in race two and, while she was unable to prevent Purdie from taking a second victory, she clinched third ahead of Morrison.


BOURNE



PGDESIGNS

Cryer swept to a pair of MX5 wins

lights-to-flag, with Roddison in second never really threatening. Halliwell completed the podium, ahead of Ian Loversidge.

Amy Barker had led the Mk1 class in the opener but as the midfield Mk3 battle intensified around her, she fell victim at the top of the Mountain, handing Robert Chilcott the win.

Barker started 25th for race two but climbed through the field, passing Adam Bessell for second in class at Coppice on the penultimate lap then grabbing the win from Chilcott when he left the circuit at the Gooseneck.

Sandwiched in between the two points-paying contests was a fun race, won by Roddison. Cryer made a dreadful start and dropped to third, before spinning at the Mountain on the second lap. He soon got back ahead of Loversidge, then hunted Halliwell, but could not wrest second.

● Ian Sowman

RESULTS (12 LAPS) 1 Jonathan Cryer 21m16.987s (73.98mph); 2 Paul Roddison +5.774s; 3 Jonathan Halliwell; 4 Simon Fleet; 5 Ian Loversidge; 6 Nick Dunn. **CW** Robert Chilcott; Tim Penton. **FL** Cryer 1m44.629s (75.24mph). **RACE 2 (11 LAPS) 1 Cryer 20m54.200s (69.05mph)**; 2 Roddison +1.363s; 3 Halliwell; 4 Loversidge; 5 Tom Collins; 6 Fleet. **CW** Amy Barker; Penton. **FL** Cryer 1m45.085s (74.92mph). **NON-CHAMPIONSHIP RACE (12 LAPS) 1 Roddison 21m24.590s (73.54mph)**; 2 Halliwell +9.807s; 3 Cryer; 4 Loversidge; 5 Dunn; 6 Matthew Tidmarsh. **CW** Penton; Chilcott. **FL** Cruer 1m44.892s (75.06mph).

MAX 5 CADWELL PARK, MAY 31-JUNE 1 BARC

All smiles for winning Cryer

JONATHAN CRYER MADE IT FIVE WINS from six Max5 Championship races to edge away at the top of the points.

Cryer was in control of the opening race from the very beginning, with his front-row partner Paul Roddison making a poor start and dropping behind Tom Collins, who was up from fourth.

As Cryer eased away, Roddison applied the pressure on Collins – in his first season in Class A – eventually resulting in the latter spinning at Chris Curve. After an early spate of place-swapping, Jonathan Halliwell ousted Simon Fleet from what became third.

The second championship race was a largely processional affair, punctuated by a one-lap safety car intervention. Cryer led from



BARRINGTON

Wheeler moved into outright points lead

MINI SE7EN CADWELL PARK, MAY 31-JUNE 1 BARC

Wheeler, Deeth share wins

DAN WHEELER AND KANE ASTIN were level on points going into Cadwell, but Wheeler left with a slender advantage.

Early leader Rupert Deeth's engine expired in the opener, leaving Wheeler to take his second victory of the season. Astin worked desperately hard to unseat him but Wheeler defended well.

Colin Peacock tried to remove Tony le May from third at Coppice on lap seven, but got onto the grass and blew his chance.

Eight cars formed the lead train for much of Sunday's bout, which was led from the off by Deeth after Wheeler fluffed the start. Astin ran second initially, but Wheeler got a good run into Coppice on the six lap and got through. With Wheeler then torn between attack and defence, Deeth was able to maintain his advantage to take his first win.

● Ian Sowman

RESULTS (BOTH 10 LAPS) 1 Daniel Wheeler 17m11.794s (76.30mph); 2 Kane Astin +0.271s; 3 Tony le May; 4 Colin Peacock; 5 James Coulson; 6 Aaron Smith. **FL** Wheeler 1m40.767s (78.13mph). **RACE 2 1 Rupert Deeth 17m10.445s (76.40mph)**; 2 Wheeler +0.365s; 3 Astin; 4 le May; 5 Smith; 6 Peacock. **FL** Coulson 1m41.497s (77.57mph).

MINI MIGLIA CADWELL PARK, MAY 31-JUNE 1 BARC

Deviny leaves chaos behind

THERE WAS NOTHING TO STOP Andrew Deviny in the opening encounter, but the action behind him was typical Mini Se7en fare.

Darren Thomas suffered a big tank-slapper through Charlies on the opening lap, allowing Graeme Davis to grab second; then he tangled with Ashley Davies in the woods on lap three, resulting in Davies' retirement.

Later, as Thomas tried to drive around the outside of Davis at the Gooseneck, he spun in front of the pack, but undeterred he passed Ross Billison and Davis at the hairpin on the final lap – capitalising when they collided – to take second.

Race two was much less dramatic. Deviny was again ahead for the duration, but he saw off the initial threat from Thomas. The star turn was Davies, who charged from a pitlane start to finish sixth.

● Ian Sowman

RESULTS (BOTH 10 LAPS) 1 Andrew Deviny 18m52.954s (69.51mph); 2 Darren Thomas +2.750s; 3 Graeme Davis; 4 Ross Billison; 5 Ian Deviny; 6 Shaun Tarlton. **FL** Deviny 1m50.457s (71.22mph). **RACE 2 1 Deviny 18m38.800s (70.37mph)**; 2 Thomas +8.568s; 3 Davis; 4 Billison; 5 Kieren McDonald; 6 Ashley Davies. **FL** Thomas 1m50.448s (71.28mph).



BARRINGTON

Deviny edged away from scraps behind

NATIONAL RESULTS ROUND-UP

BRANDS HATCH
MAY 31-JUNE 1, CSCC



CSCC SWINGING SIXTIES – GROUP TWO (40 LAPS)
1 Ben Gough/Iain Daniels (Marcos 3-litre) 40m11.016s (72.14mph); 2 Bill Watt (Lotus Elan) +34.655s; 3 Philip Rothwell/Richard Hayhow (Lotus Elan); 4 Jon Crayston (Lotus Elan); 5 Mike McBride (MGC GT); 6 Stuart Dabum (MGC GT). **Class winners** Watt; Norman Davidson-Kelly (Jaguar E-type); Alex Thistlethwayte/John Bussell (Ford Mustang). **Fastest lap** Nicholas Randall/Fabio Randaccio (Lotus Elan) 56.875s (76.45mph).

CSCC SWINGING SIXTIES – GROUP ONE (40 LAPS)
1 Thomas Pead (BMW 1600ti) 40m25.899s (71.70mph); 2 Andy Southcott (MG Midget) +23.796s; 3 Clive Tonge/Vaughn Winter (Mini Cooper S); 4 Tim Cairns (Austin-Healey Sprite); 5 Jon Sandilands (Lotus Cortina); 6 John Hilbery (MG Midget). **CW** Southcott; Gary Makein/Ian Everitt (BMW 1502); Jason Brooks (Morris Mini Cooper S); Colin Newbold (MG Midget). **FL** Pead 57.663s (75.41mph).

CSCC TIN TOPS CLASS A (43 LAPS) **1 Nigel Tongue (Peugeot 306) 40m34.239s (76.81mph)**; 2 Steve & Danny Cassar (Honda Civic Type R) +43.758s; 3 Richard Gane/Chris Adams (Honda Integra Type R); 4 Mark Livens (Honda Civic Type R); 5 Kenny Coleman/Luke Bennett (Honda Civic); 6 Chris & Nick Boon (Honda Civic Type R). **FL** Tongue 54.682s (79.52mph).

MAGNIFICENT SEVENS GROUP TWO (45 LAPS) **1 Pascal Green (Caterham C400) 40m07.129s (81.29mph)**; 2 Simon Smith (Caterham CSR) +11.663s; 3 Peter Ratcliff (Caterham C400); 4 Julian Sage (Caterham 7); 5 Chris Milner (Caterham CSR); 6 Ian Conibear (Caterham 7). **CW** Sage; Jonathan Gibbs (Caterham C400); Richard Carter (Caterham C300); Gerry & Brad Fincham (Caterham R400). **FL** Conibear 50.510s (86.09mph).

CSCC MODERN CLASSICS & PRODUCTION PORSCHES (39 LAPS) **1 Mark Smith (BMW M3) 40m06.343s (70.47mph)**; 2 Christian Douglas (TVR Tuscan) +42.138s; 3 David Hornsey (Porsche 996); 4 Tom Houlbrook (BMW M3); 5 Neville Anderson (Vauxhall Vectra); 6 Alan & James Broad (BMW M3). **CW** Anderson; Nigel Craig (Ford Escort RS2000); Luke Johnson (Porsche 944); David Grover (Porsche 968); Marcus Dudley (Ginetta G20); John & Jake Sheppard (Alfa GTV). **FL** Douglas 54.215s (80.21mph).

CSCC TIN TOPS CLASSES B-F AND DUNLOP PUMA CUP (39 LAPS) **1 Daniel Turner (Honda Civic) 40m12.566s (70.29mph)**; 2 Ian & Ashley Collins (Renault Clio) +0.733s; 3 Paul Masters/Craig Lawton (Renault Clio); 4 David Banks/Ryan Colvey (Renault Clio); 5 Stephen Craig (Honda Integra DC2); 6 Ryan McCarthy/Robert Jarman (Renault Clio). **CW** Collins/Collins; Craig; Paul Dolan (Ford Puma); Ray Kershberg (Austin Metro). **FL** Turner 56.095s (77.52mph).



The second Mag Sevens race begins at Brands

KIRKISTOWN
MAY 31, 500MRCI



FJHRA FORMULA JUNIOR (BOTH 13 LAPS) **1 John Arnold (Elva 100) 16m34.186s (71.17mph)**; 2 Patrick Barford (Gemini Mk2) +0.041s; 3 Martin Sheppard (Stanguellini); 4 Bernard Brock (Elva 100); 5 Duncan Rabagliati (Alexis HF1); 6 Tony Pearson (Bandini). **FL** Barford 1m13.103s (74.46mph).
RACE 2 1 Arnold 16m21.389s (72.10mph); 2 Graham Barron (Gemini Mk2) +0.144s; 3 Sheppard; 4 Rabagliati; 5 Pearson; no other finishers. **FL** Barron 1m13.616s (73.94mph).
FIESTA ZETEC (BOTH 13 LAPS) **1 Andrew Blair 17m08.584s (68.79mph)**; 2 Ian McCallister +1.553s; 3 Ryan Campbell; 4 Richard Livingston; 5 James Hanna; 6 Paul Magill. **FL** Campbell 1m17.728s (70.03mph). **RACE 2 1 Blair 17m15.024s (68.36mph)**; 2 Campbell +0.041s; 3 McCallister; 4 Hanna; 5 Livingston; 6 Magill. **FL** Blair 1m18.089s (69.70mph).

DONINGTON PARK
MAY 31-JUNE 1, BARC



FERRARI FORMULA CLASSIC (13 LAPS) **1 Gary Culver (328 GTB) 20m22.424s (75.76mph)**; 2 Nigel Jenkins (328 GTB) +1.414s; 3 James Cartwright (328 GTB); 4 Christopher Goddard (308); 5 Darren Wilson (328 GTB); 6 Nick Cartwright (328 GTB). **CW** Goddard; Wilson. **FL** Jenkins 1m19.964s (89.09mph).
RACE 2 (15 LAPS) **1 Culver 20m30.947s (86.81mph)**; 2 J Cartwright +35.369s; 3 Wilson; 4 Tim Walker (328 GTB); 5 Goddard; 6 Peter Everingham (328 GTB). **CW** Goddard; Wilson. **FL** Jenkins 1m20.604s (88.39mph).
URS CLASSIC FORMULA FORD 2000 (BOTH 17 LAPS) **1 Ian Pearson (Van Diemen RF83) 20m49.828s (96.90mph)**; 2 Paul Wighton (Van Diemen RF82) +5.768s; 3 Chris Levy (Van Diemen RF83); 4 Clive Wood (Van Diemen RF82); 5 Rodney Toft (Van Diemen RF82); 6 Robert Pearson (Van Diemen RF82). **FL** Wighton 1m12.606s (98.12mph).
RACE 2 1 I Pearson 20m51.180s (96.80mph); 2 Wighton +6.025s; 3 Levy; 4 Chris Lord (Van Diemen RF82); 5 Dale Spruce (Reynard SF83); 6 Toft. **CW** Spruce. **FL** Wighton 1m13.075s (97.49mph).
JUNIOR SALOONS (BOTH 11 LAPS) **1 James Dorlin 16m39.061s (78.44mph)**; 2 Ben Colburn +4.510s; 3 Ben Mills; 4 Charlie Kennedy; 5 Tom Stockton; 6 Benn Tilley. **FL** Mills 1m29.288s (79.79mph).
RACE 2 1 Dorlin 16m39.870s (78.38mph); 2 Colburn +1.426s; 3 Mills; 4 Kennedy; 5 Tilley; 6 Stockton. **FL** Mills 1m29.261s (79.81mph).



Classic FF2000 winner Ian Pearson at Donington

OULTON PARK
MAY 31, BARC



SCOTTISH SALOON & SPORTS CAR CHAMPIONSHIP (BOTH 11 LAPS) **1 Cameron Purdie (Westfield SEiW) 20m52.638s (85.10mph)**; 2 Fiona Kindness (Subaru Impreza Type R) +14.304s; 3 Andrew Morrison (SEAT Leon Cupra); 4 Chris Whiteley (Ginetta G50); 5 Alister Robertson (Ginetta G50); 6 Derek Kelly-Cooper (Vauxhall Vectra). **CW** Kindness; Morrison; Whiteley; Robertson. **FL** Purdie 1m51.047s (87.27mph).
RACE 2 1 Purdie 21m01.519s (84.50mph); 2 Morrison +5.039s; 3 Whiteley; 4 Kelly-Cooper; 5 Robertson; 6 Kindness. **CW** Morrison; Whiteley; Robertson; Kindness. **FL** Whiteley 1m51.684s (86.77mph).
SCOTTISH BMW COMPACT CUP (BOTH 10 LAPS) **1 Alan Kirkaldy 21m03.031s (76.73mph)**; 2 Steven Dailly +4.886s; 3 Carol Brown; 4 Gary Clark; 5 Cliff Harper; 6 Gregory Barlow. **FL** Kirkaldy 2m05.082s (77.47mph).
RACE 2 1 Kirkaldy 21m02.633s (76.75mph); 2 Dailly +4.911s; 3 Brown; 4 Clark; 5 Harper; 6 Mark Souter. **FL** Kirkaldy 2m05.093s (77.47mph).
ARROWPAK SPORTS & SALOONS & PIPE CENTER/GEBERIT FORD RACING (BOTH 11 LAPS) **1 David Matthias (Ford Escort Cosworth) 20m54.119s (85.00mph)**; 2 Chris Whiteley (Ginetta G50) +1.858s; 3 Derek Kelly-Cooper (Vauxhall Vectra); 4 Terence Clark (Ford Fiesta ST); no other finishers. **CW** Whiteley; Kelly-Cooper; Clark. **FL** Whiteley 1m52.749s (85.95mph).
RACE 2 1 Matthias 20m43.981s (85.69mph); 2 Whiteley +2.074s; 3 Kelly-Cooper; 4 Clark; no other finishers. **CW** Whiteley; Kelly-Cooper; Clark. **FL** Whiteley 1m51.003s (87.30mph).
FORMULA FORD NORTHERN CHAMPIONSHIP POST-'89 (9 LAPS) **1 Ciaran Haggerty (Ray GR14) 19m58.197s (72.79mph)**; 2 David McArthur (Van Diemen LA10) +8.638s; 3 Tom McArthur (Van Diemen LA10); 4 Douglas Crosbie (Van Diemen RF00); 5 John Murphy (Van Diemen RF90); 6 Nigel Dolan (Van Diemen JL012K). **CW** J Murphy; David Murphy (Van Diemen RF85). **FL** Haggerty 1m47.734s (89.95mph).
ALFA ROMEO CHAMPIONSHIP (11 LAPS) **1 Graham Seager (Alfa Romeo GTV) 21m55.137s (81.05mph)**; 2 Clive Hodgkin (Alfa Romeo 156 GTA) +14.653s; 3 Vincent Dubois (Alfa Romeo 156); 4 Roger Evans (Alfa Romeo 156 GTA); 5 James Ford (Alfa Romeo 156 2.0 TwinSpark); 6 Stephen Potts (Alfa Romeo 147). **CW** Evans; Ford; Darrelle Wilson (Alfa Romeo GT Diesel). **FL** Seager 1m56.529s (83.16mph).
FORD XR CHALLENGE (10 LAPS) **1 Greg Speight (Fiesta XR2) 21m32.198s (74.99mph)**; 2 Jack Minshaw (Fiesta XR2) +2.504s; 3 Tony Rudd (Fiesta XR2); 4 Adam Burgess (Fiesta XR2); 5 Lee Bowron (Escort XR3i); 6 Robert Clapton (Fiesta XR2). **CW** Bowron; Jason Hennefer (Fiesta Si). **FL** Craig Readyhough (Fiesta XR2) 2m06.257s (76.75mph).

CADWELL PARK
MAY 31-JUNE 1, BARC



LEGENDS (8 LAPS) **1 Dean Brace 14m12.921s (73.84mph)**; 2 James Holman +0.125s; 3 Ben Power; 4 Jack Parker; 5 Nick Brace; 6 Steve Whitelegg. **FL** D Brace 1m42.992s (76.44mph).
RACE 2 (8 LAPS) **1 D Brace 13m55.087s (75.42mph)**; 2 Power +4.265s; 3 Paul Simmons; 4 Holman; 5 Whitelegg; 6 Glenn Burtenshaw. **FL** D Brace 1m42.890s (76.52mph).
RACE 3 (10 LAPS) **1 N Brace 17m42.091s (74.12mph)**; 2 Holman +0.106s; 3 D Brace; 4 Henry King; 5 Power; 6 Parker. **FL** Parker 1m43.800s (75.84mph).
RACE 4 (8 LAPS) **1 D Brace 13m50.917s (75.80mph)**; 2 Power +6.981s; 3 N Brace; 4 Simon Newby; 5 Holman; 6 Whitelegg. **FL** D Brace 1m41.773s (77.36mph).
RACE 5 (8 LAPS) **1 D Brace 13m58.670s (75.10mph)**; 2 Holman +0.486s; 3 King; 4 N Brace; 5 Whitelegg; 6 Simmons. **FL** D Brace 1m41.940s (77.23mph).
RACE 6 (10 LAPS) **1 D Brace 17m29.922s (74.98mph)**; 2 Power +0.687s; 3 King; 4 Burtenshaw; 5 Parker; 6 David Ward. **FL** D Brace 1m42.732s (76.63mph).
THERMEX CLASSIC SALOONS AND HISTORIC TOURING CARS (BOTH 8 LAPS) **1 John Avill (Ford Lotus Cortina) 14m58.415s (70.10mph)**; 2 Roger Stanford (Ford Lotus Cortina) +2.742s; 3 Eifion Jones (Ford Lotus Cortina); 4 Tony Preston (Morris Minor); 5 Luc Wilson (Austin A40); 6 Pietro Caccamo (Lancia Fulvia). **CW** Preston; Caccamo; Steve Barber (Ford Anglia). **FL** Avill 1m50.439s (71.29mph). **RACE 2 1 Avill 15m02.815s (69.76mph)**; 2 Phil Manser (Mini) +1.069s; 3 Steven Sprigg (Ford Lotus Cortina); 4 Stanford; 5 Andy Messham (Mini); 6 Jones. **CW** Manser; Preston; Tim Dodwell (Mini). **FL** Sprigg 1m49.671s (71.78mph).

Snake charmer Sears

Ahead of this weekend's AUTOSPORT 3 Hours at Snetterton, MARCUS PYE caught up with Jack Sears, the man who won the race in 1964

Fifty years after the last contemporary AUTOSPORT 3 Hours race at Snetterton, won by double British saloon car champion Jack Sears, this Saturday's Historic Sports Car Club retrospective – also the eighth in a series – has attracted a record entry of Pre-1966 cars thanks to the enthusiastic participation of Flavien and Vanessa Marcais' GTSCC group.

'Gentleman Jack', who will be present to see daughter Suzanne compete, recalls the day he beat F1 aces, rising stars and the weather to land a famous victory in a brand-new untested car.

"The story starts when John Willment, who I raced for in 1963 and '64, wanted to buy a Shelby Daytona Cobra [Coupe]," says Sears. "He implored Carroll Shelby to sell him one, but Carroll said, 'no, we've built six and I am not making any more'. John wouldn't give up and said, 'would you allow me to have the plans so I could make one then?' And Carroll agreed.

"Willment had some Cobra parts, so his team set to. The roadster chassis used to twist with the torque of the [4.7-litre Ford V8] engine, but the roof stiffened the structure. The red Willment Coupe did not look the same as the Shelby Daytona Cobras – its windscreen was not as deep, so the roofline was lower – but the cars were mechanically similar."

There was no time for Sears to test the car before the event, and then there was a last-minute disagreement over the entry.

"Back then teams negotiated starting money with the circuits, but Willment's manager, Jeff Uren, was unable to reach agreement with Oliver Sear [who owned Snetterton with Fred Riches] for this brand-new car to run," recalls Sears. "The long and the short of it was that Willment wanted £100 more than Sear was prepared to pay – in 1964, £100 was considered quite a lot of money – and neither would budge! Willment finally dug his heels in and said, 'either you pay the extra £100 or you don't get the car...'"

The enthusiastic president of race organiser the Snetterton Motor Racing Club, Sir William Bunbury, then stepped in. "He heard about this," adds Jack. "He said to Sear: 'This is ridiculous, it's a brand new car. Surely, you can find £100?' 'No, I'm not paying it,' replied Sear, 'that's the end of that!' So Bill Bunbury said 'look here, I will put £100 down,' and he did, there and then. 'Now we'll see it run.'"

Finally, Sears got to drive the new Cobra. "I must say, I liked the feel of it immediately," he recalls. "I couldn't find anything wrong with it. It handled much better than the standard Cobra roadsters. While the engine and running gear was the same, the coupes were also quicker in a straightline, because they were aerodynamically superior. The roadster hardtops' speed down the Mulsanne Straight was about 165mph, but when the Shelby Daytona Coupes raced at Le Mans in '64 the quickest was timed at over 180mph. At home, though, we raced the roadster open to save weight. On the English circuits we reckoned it didn't much matter."

At Snetterton, the opposition in the event for GTs and sports-prototypes was strong. Former (and future) Formula 1 world champion Graham Hill was present in the



Sears (2) battles Salvadori's Cooper as race gets going



LAT

EVENT INFO

2014 TIMETABLE

FRIDAY, JUNE 6

0900-1210	Testing
1200-1240	3Hrs testing
1400-1645	Testing
1700-1745	3Hrs qualifying
1755-1825	Sports Car qualifying

SATURDAY, JUNE 7

0900-1005	Support races qualifying
1020-1320	AUTOSPORT 3 Hours
1400-1830	Races 2-8

SUNDAY, JUNE 8

0900-1100	Support races qualifying
1115-1320	Races 9-12
1400-1825	Races 13-20


JONES
'60s GTs will take centre stage

CONTEMPORARY WINNERS

1957 **Ken Rudd** (AC Ace-Bristol)
1958 **John Lawrie** (Lotus Elite)
1959 **Jim Clark** (Lotus Elite)
1960 **Dickie Stoop** (Porsche 356B)
1961 **Mike Salmon** (Jaguar D-type)
1962 **Mike Parkes** (Ferrari 250 GTO)
1963 **Jim Clark** (Lotus 23B)
1964 **Jack Sears** (Willment Cobra Coupe)

HISTORIC WINNERS

2007 **Simon Hadfield/Michael Schryver** (Chevron B6)
2008 **Simon Hadfield/Michael Schryver** (Chevron B6)
2009 **James & Jeremy Cottingham** (Chevron B8)
2010 **Alex Ames/Gareth Burnett** (Chevron B8)
2011 **Nick Fleming/Luke Stevens** (Chevron B8)
2012 **Nick Fleming** (Chevron B8)
2013 **Nick Fleming** (Chevron B8)


15 MINUTES TO ZERO

Fog curtails "Autosport" Three-Hours at Snetterton—Fine victory for Jack Sears (Cobra)

by DAVID PRITCHARD — Photographs by GEORGE PHILIPS

AUTOSPORT's report, October 2, 1964

Maranello Concessionaires Ferrari 250LM and David Piper had his green LM, but Frank Gardner (Brabham BT8) claimed pole. More quality was provided by Roy Salvadori in Tommy Atkins' five-litre Maserati V8-powered Cooper Monaco, Chris Amon's open Cobra, and 19-year-old hotshoe Roger Mac in a lightweight Jaguar E-type.

"I qualified on the second row of the [4-3-4] grid, but the weather forecast was showery," says Sears. "The race was due to start in the late afternoon [AUTOSPORT founder Gregor Grant was to drop the Union flag at 4:45pm] and, being late September, would finish in the dark. That was half the fun of the 3 Hours.

"As the race time approached there was a tropical downpour, but it stopped, leaving the track very, very wet. The dark thundercloud disappeared and out came the sun. Now, the pits straight at Snetterton runs due west and, of course, the sun was setting low in the sky ahead of us. The glare from the waterlogged track was terrific. Fortunately, I had dark glasses and away we went."

David Pritchard's AUTOSPORT report describes Barrie Hart shooting his 1100cc Lotus 23 into the lead, but the Cobras of Sears and Amon had snarled ahead within a lap. "I was always very happy in the wet, it never worried me," reckons Sears. "A lot of my best results came in the rain. So the conditions didn't trouble me at all, although I know other competitors were quite concerned."

Hill's Ferrari was out within two laps with low oil pressure and Salvadori's Cooper was soon in trouble, but young Mac was flying and for some time had the lead.

"I can't remember exactly what happened early in the race," says Jack, "but with three hours ahead of me, I knew we would have to stop for fuel. I was thoroughly enjoying myself and was up there in the order, holding my own, when darkness began to descend.

"When dusk fell there was a sudden change of temperature. Bear in mind we'd had rain, then hot sun in the late afternoon, so when it went cold fog came down.

"I was very lucky to know the old 2.7-mile circuit extremely well, because I'd done three 24-hour record attempts there and competed in the AUTOSPORT 3 Hours a couple of times previously, in my Austin-Healey 3000 [1959, 17th] and John Coombs' Ferrari 250 GTO [finishing fourth, behind Jim Clark's Lotus 23B, Mike Parkes' GTO and Tony Lanfranchi's Elva Mk7 in '63]. I just concentrated on pounding round, passing cars regularly, believing myself to be close to the front."

As the fog got thicker, Piper crashed, hitting the bank at the right-handed hairpin after the Norwich Straight (adjacent to the current circuit entrance). He would spend the next few days in hospital.

"The race went on while marshals cleared the car out of the way under local yellows, but despite poor visibility I didn't seem to be going any slower, still passing car after car on the other parts of the track," says Sears of his subsequent charge. "I'd done my refuelling stop [at half-distance] and was told I was leading my class when, around the two hours and 20 minutes' mark, I got a pit signal that read 'P1, +1 LAP'.

"Now, I'd never seen that board before, and haven't since, but I suddenly realised that there was a crocodile of cars following me and that if anybody wanted to win the race now they would have to pass me twice! So I thought the clever thing now, Jack, is not to go off the road and lose this incredible advantage.

"I consciously slowed up a little, but still nobody dared to pass me. I knew where all the braking points were and they were relying on me to show them the way round."

After two hours and 45 minutes the organisers stopped the race because the marshals couldn't see each other, post to post. Thus, the new untried car won, covering 84 laps, one more than Mac, Amon and Gardner, at an average of 82.48mph.

"Bill Bunbury was absolutely thrilled," says Sears. "He was the first to congratulate me when I got back to the paddock, and I thanked him for the £100 that enabled it to happen. 'Money well spent,' he smiled!"

1964 AUTOSPORT 3 HOURS

Pos	Driver	CAR	LAPS
1	**Jack Sears**	Shelby Cobra Willment Coupe	84
2	**Roger Mac**	Jaguar E-type Lightweight	83
3	**Chris Amon**	Shelby Cobra	83
4	**Frank Gardner**	Brabham-Climax BT8	83
5	**Peter Sutcliffe**	Jaguar E-type Lightweight	82
6	**Dickie Stoop**	Porsche 904 GTS	82
7	**Tony Lanfranchi**	Elva-BMW Mk7S	82*
8	**Rob Slotemaker**	Porsche 904 GTS	82
9	**Julian Sutton**	Lotus-Ford 23B	82
10	**Dick Protheroe**	Jaguar E-type	81

*AUTOSPORT sportscar champion 1964, after five-way tie going into the race.


LAT
Sears won '64 event by a lap

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Ferrari's new boss Mattiacci is on the hunt for top talent

GILHAM/GETTY

Ferrari needs tech big-hitters

It's interesting, though not surprising, to hear that Marco Mattiacci is prepared to target big technical names from other teams. Ferrari has had one of the best drivers of recent times in Fernando Alonso and has failed to take a single title.

Without wanting to downplay the rest of the Red Bull team's efforts, Adrian Newey must be near the top of any squad's shopping list. Since the early 1990s, most F1 titles have been won by him (Williams, McLaren, then Red Bull) or Ross Brawn (Benetton, Brawn and Mercedes).

Both may now have interests away from the Scuderia, but Mattiacci would be missing a trick if he didn't at least entertain the idea of grabbing one of them.

Robert Kellow, Framlingham

Before the Monaco Grand Prix, Lewis Hamilton said he was "hungrier" than Nico Rosberg because he hadn't enjoyed such a privileged background.

Perhaps Lewis is not accustomed to the phrase "stirring up a hornet's nest"? At least now he knows not to underestimate the boy from the mean streets of Monaco! And you know what they say about friends and enemies…

This weekend in Canada we'll see how the boy from the fair borough of Stevenage will bounce back. Do your talking on the track, Lewis.

Martin Carr
via email

It was interesting to read on autosport.com that Lewis Hamilton and Nico Rosberg have buried the hatchet post-Monaco. Frankly, I reckon the prospect of having their heads knocked together by the plain-speaking Niki Lauda would be enough to bring any warring parties into line.

Harry Pearl
London SE12

I'm writing in response to Debbie Evans' letter regarding driver numbers (May 29). I'm sure Debbie is trying to be helpful, and I am grateful for her contribution – but how would a spectator know which of the team's two drivers is the one with the fluorescent yellow on-board cameras?

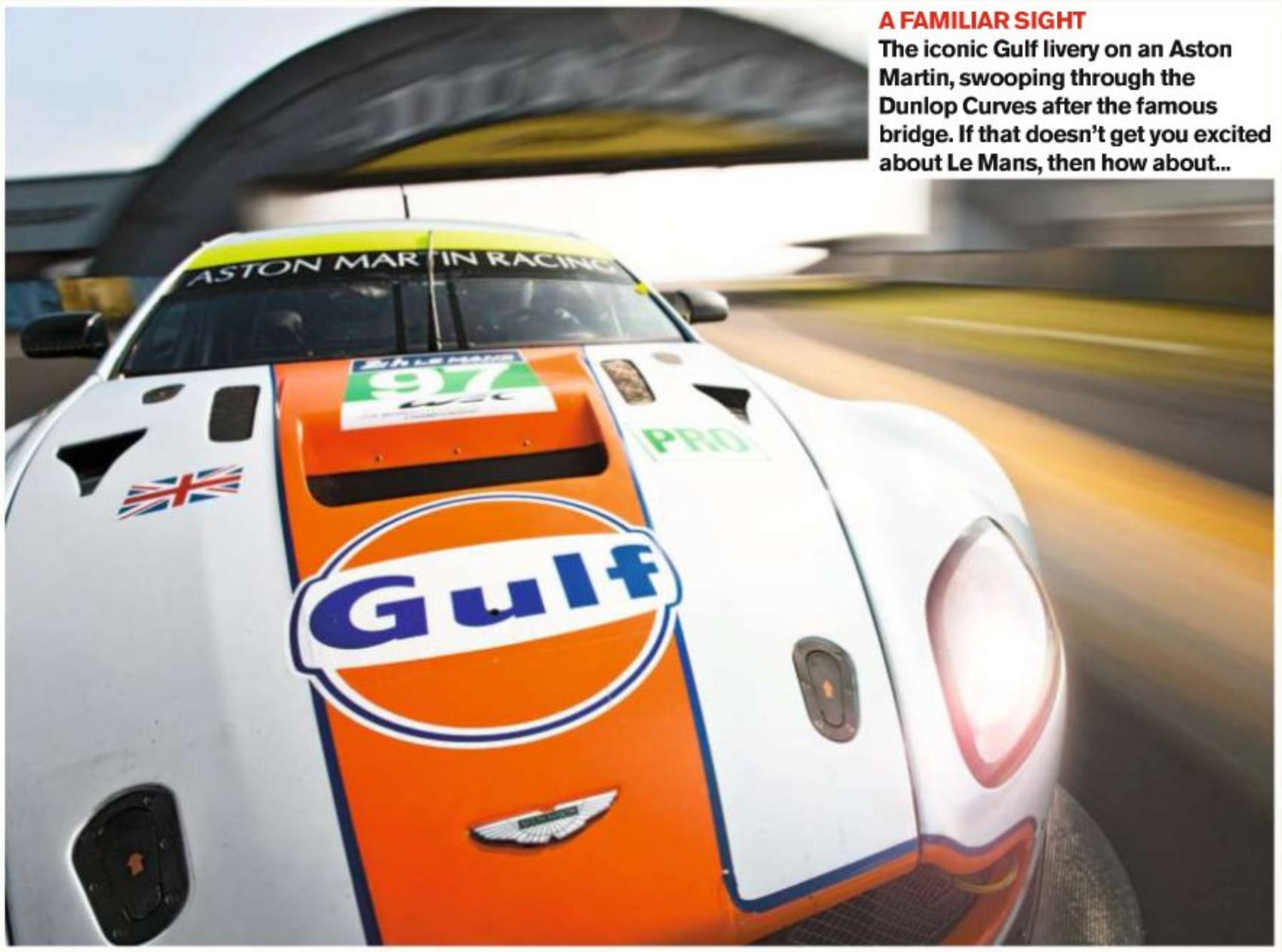
The real answer is simple – put a decent-sized driver number on the side of each car! Given that the FIA has instigated career-long driver numbering, please can the teams let us see their driver numbers – then we will know at a glance who we are watching!

Thanks once again to Williams for helping in this regard.

Adrian Morrow
Milton Keynes, Bucks

In pictures

Images around the globe, from Le Mans to Detroit via Dover



DREW GIBSON

A FAMILIAR SIGHT
The iconic Gulf livery on an Aston Martin, swooping through the Dunlop Curves after the famous bridge. If that doesn't get you excited about Le Mans, then how about...



EBREY/LAT

AN ALL-NEW SIGHT
...the unique Nissan ZEOD RC and the futuristic technology with which it bids to complete a lap of the Circuit de la Sarthe on electric power only



CLEARY/LAT

DETROIT STEPS BACK IN TIME
Raceday flypasts are a staple diet of motorsport on the other side of the Atlantic. Here is IndyCar's rather splendid WWII-inspired version from Detroit



KINRADE/LAT

HARDLY KING OF THE CASSILL
Landon Cassill's Chevrolet (40) is the victim of a concertina pile-up in last Sunday's NASCAR Sprint Cup race at Dover, which was sparked by AJ Allmendinger

In the shops

Desirable new releases

GRAHAM SILVERSTONE WATCH

From £8810 – www.graham1695.com
English purveyor of sumptuous timepieces Graham has produced a limited-edition (250) watch for well-heeled race fans. The Silverstone RS Skeleton has incredible spec (check website for full details) and each one is engraved. Serious collectors only…



JOHN BUTTON TRIBUTE SHIRT

£19.95 – mclarenstore.com
With design input from Jenson Button, the John Button Tribute Shirt pays homage to the 2009 world champion's late father John, who died in January. Proceeds go to the Henry Surtees Foundation, so do your bit and don one of the fun pink T-shirts for the British Grand Prix at Silverstone in memory of Jenson's most loyal supporter.



F1 RACE STARS GAME (IOS)

£Free – itunes
Codemasters has converted its popular 'Mario Kart'-style F1 cartoon racer over to iOS devices. True to the original you race around whacky tracks with caricatures of drivers and teams from F1 2013, using weapons such as Wet Weather and Homing Bubbles to beat rivals. Compatible with iPad, iPhone and iPod touch.



WHAT'S ON

ON TRACK IN THE UK

DONINGTON PARK

AMOC
June 7
www.donington-park.co.uk
Saturday at Donington will feature the Aston Martin Owners Club's St John Horsfall Memorial Meeting, bringing with it nine difference races including its Intermarque, 50s Sports Cars and Equipe GTS series. There will also be on-track action from the Pre-War Team Challenge, a special race for Sunbeam machinery and a Bentley Drivers Club 20-minute special for all Bentleys from the 1920s through to the modern day. The Atom Cup will also make a special appearance with two 20-minute races.

CADWELL PARK

VSCC
June 7
www.cadwellpark.co.uk
Cadwell goes retro this Saturday by hosting the Vintage Sports Car Festival, a celebration of some of history's finest single-seater and sportscar machines. Pre-war Grand Prix, 500cc Formula 3 and Morgan three-wheelers are among the throng of rorty, old-school racers that will be on show.


EBREY/LAT
The BTCC is back at Oulton

OULTON PARK

BARC
June 7-8
www.oultonpark.co.uk
The latest round of the British Touring Car Championship takes place at Cheshire's picturesque Oulton Park. Traditionally the season's biggest attendance, there's more reason than ever to head to Oulton with returning champions Alain Menu and Fabrizio Giovanardi desperately seeking an upturn in form as they seek to stop seemingly irrepressible defending champion Andrew Jordan. There's also the one-off addition of the HSCC's Super Touring Trophy, which will bring the best racers from the BTCC's greatest era back into the main public eye for the first time since the turn of the millennium. British Formula Ford, Ginetta GT4 Supercup, Renault Clio Cup UK and Ginetta Junior Championship also offer their regular support.

SNETTERTON

HSCC
June 7-8
www.snetterton.co.uk
Leading the HSCC bill at Snetterton is the AUTOSPORT 3 Hours, which has attracted a booming entry of Pre-'66 GT cars. But that's not all, because the HSCC's litany of historic series will also be present, including Historic Road Sports, Formula Junior, Formula Ford and Touring Cars. And that's to name just name a few, with a packed 9am-6pm schedule for both days.

BRANDS HATCH

MSVR
June 7-8
www.brandshatch.co.uk
American-themed motorsport returns to Kent this weekend with the second edition of Brands Hatch's Speedfest event. That means NASCAR racing on the Brands Indy circuit courtesy of the Euro Series – in which local ace Bradley Smith is competing – while other powerful brutes will entertain in the form of Pick-Ups, Bernie's V8s and Bernie's Can-Am Le Mans-sters races. There is also a variety of off-track displays.

SILVERSTONE

BARC
June 7-8
www.silverstone.co.uk
An eclectic mix of categories takes to the Silverstone Grand Prix circuit this weekend. A record GT Cup grid leads the way, with support from the Caterham Graduates, Classic Touring Cars and the British Long Circuit Kart Championship – to give you a flavour of the variety on offer.

MONDELLO PARK

MEC
June 7-8
www.mondello.ie
It's back to work for Irish championship competitors this weekend, which also features the Irish Formula Ford Festival. Saturday's Champion of Mondello will pit the FF1600 competitors against one another before contesting the Vivion Daly Memorial Trophy on Sunday. Fiestas, Touring Cars and GTs join the usual supporting cast.


AZEMARD
NASCAR is coming to UK

KX QUESTION TIME
presented by AUTOSPORT / MOTORSPORT NEWS

Come to the next KX Question Time at Oulton Park's BTCC round on Saturday June 7, in the marquee by the bar, from 18:30 and question the panel. Oulton's line-up will include former champion Jason Plato, 2013 race winner Rob Austin and star rookie Tom Ingram. Ask a good question and you could win a prize.
FREE ENTRY



DONINGTON PARK

MSCC
June 8
www.donington-park.co.uk
Morgan enthusiasts will love this – and you don't even need to be an owner to be a member. The Morgan Sports Car Club's showpiece at Donington includes the Morgan Challenge's Peter Morgan Memorial Race.

ON TRACK AROUND THE WORLD

CANADIAN GRAND PRIX

Formula 1 World Championship
Rd 7/19
Montreal, Canada
June 8
formula1.com


DUNBAR/LAT
Brake-locking time for F1

INDYCAR SERIES

Rd 7/15
Texas Motor Speedway, USA
June 7
indycar.com

RALLY ITALY SARDINIA

World Rally Championship
Rd 6/13
Cagliari, Sardinia, Italy
June 5-8
wrc.com

WORLD TOURING CARS

Rd 6/12
Moscow Raceway, Russia
June 8
wtcc.com


MCKLEIN.DE
The WRC heads to Italy this weekend

NASCAR SPRINT CUP

Rd 14/36
Pocono, Pennsylvania, USA
June 8
nascar.com

INTERNATIONAL GT OPEN

Rd 2/8
Algarve, Portugal
June 7-8
gtopen.net

EUROFORMULA OPEN

Rd 2/8
Algarve, Portugal
June 7-8
euroformulaopen.net

FORMULA ACCELERATION 1

Rd 4/8
Monza, Italy
June 7-8
acceleration14.com

ADAC GT MASTERS

Rd 4/8
Red Bull Ring, Austria
June 7-8
adac-gt-masters.de

SCANDINAVIAN TOURING CARS

Rd 2/7
Gothenburg, Sweden
June 7
stcc.se

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JUNE 5

2100-2330 Sky Sports F1
F1 Classics: Canada 2008

FRIDAY JUNE 6

1445-1645 Sky Sports F1 LIVE
Canadian GP: Practice 1
1455-1630 BBC2 LIVE
Canadian GP: Practice 1
1845-2100 Sky Sports F1 LIVE
Canadian GP: Practice 2
1900-2035 BBC3 LIVE
Canadian GP: Practice 2
2145-2245 BT Sport 2
WRC Sardinia Day 1 Highlights
2300-0000 Sky Sports F1
The F1 Show

SATURDAY JUNE 7

1130-1230 British Eurosport 2 LIVE
WTCC: Moscow Qualifying
1230-1300 British Eurosport 2
World Rallycross: Lydden
1445-1630 BT Sports 2 LIVE
International GT Open: Algarve Race 1
1445-1615 Sky Sports F1 LIVE
Canadian GP: Practice 3
1455-1605 BBC2 LIVE
Canadian GP: Practice 3
1700-1945 Sky Sports F1 LIVE
Canadian GP: Qualifying
1700-1915 BBC1 LIVE
Canadian GP: Qualifying
1945-2045 Sky Sports F1
F1 Classics: Canada 1998
2200-2230 BT Sport 2
WRC: Sardinia Day 2 Highlights
0130-0400 BT Sports 2 LIVE
IndyCar: Texas


IndyCar oval thrills are live on BT Sport
ABBOTT/LAT

SUNDAY JUNE 8

1000-1100 British Eurosport LIVE
WTCC: Moscow Race 1
1045-1215 BT Sport 2 LIVE
International GT Open: Algarve Race 2
1100-1200: British Eurosport LIVE
WTCC: Moscow Race 2
1100-1200 BT Sport 1 LIVE
WRC Sardinia Day 3
1115-1745 ITV4 LIVE
BTCC: Oulton Park
1800-2130 Sky Sports F1 LIVE
Canadian GP
1800-2200 Premier Sports LIVE
NASCAR Sprint Cup: Pocono
1815-2100 BBC1 LIVE
Canadian GP
2130-220 BT Sport 2
WRC: Sardinia Day 3 Highlights

MONDAY JUNE 9

2100-2145 Sky Sports F1
F1 Classics: Brazil 1984

WEDNESDAY JUNE 11

1700-1900 British Eurosport 2 LIVE
Le Mans 24 Hours: Practice
2100-2300 British Eurosport LIVE
Le Mans 24 Hours: Practice

ONLINE

HOT ON THE WEB THIS WEEK

YouTube PRODRIVE BMW WINS 1988 MANX INTERNATIONAL RALLY



SEARCH FOR: 26. Tudor Webasto Manx International Rally 1988 (20:06)
To complement our feature celebrating 30 years of Prodrive on page 52, here are some video highlights of one of the Banbury firm's most-fever moments: its Bastos-liveried M3 winning the Manx International in 1988 with Patrick Snijers.

AUTOSPORT+

Exclusive content coming up in our premium website this week

Ahead of AUTOSPORT's extensive coverage of the Canadian Grand Prix, Edd Straw weighs-in on the Adrian Newey/Ferrari debate, arguing that the Scuderia doesn't need him after all. Also look out for an extended Q&A from this issue's Robert Kubica interview.

GET AUTOSPORT ON THE MOVE

IN THE iPAD ISSUE THIS WEEK

- ACTION FROM INDYCAR, UNITED SPORTSCARS, EURO F3 AND SUPER GT
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW FROM AUTOSPORT.COM



Revved up over what's on the box

How do you solve a problem like
American ad breaks? It's something that the likes of Sky Sports, Setanta, NASN (remember them?), Premier Sports and now BT Sport have long wrestled with since – quite rightly – deciding that live US motorsport was worth airing on UK TV.

The proclivity of adverts shown by American TV networks – mainly for fast food, erectile dysfunction and, er, fast food – causes them a massive headache, as there are different ratios between ads to programming on UK channels compared to the US. As we covered last week, BT Sport didn't earn too many fans with its handling of the Indy 500, but at least it attempted to cover the shortfall in supplied live footage with its studio set-up. I certainly don't knock them for trying.


Detroit sportscars, and not boats, put on a show
LEVITT/LAT

The other approach, as taken by Premier Sports with its NASCAR Sprint Cup coverage or Motors TV, which showed a double-bill on Saturday of United SportsCars from Detroit followed by NASCAR Nationwide from Dover, was to simply ignore it. Take the raw American feed during their ad breaks (usually an onboard) and pray that the announcers don't do any swearing, as they sometimes leave their mics open, Ron Atkinson-style.

The very opposite of a Heath Robinson solution to the problem, but for the hardcore viewers it doesn't grate. And does American auto racing get much of a casual audience? I doubt that very much.

Some of the action was terrific, not least a bruising finish to the USC race (I guess that happens when you put NASCAR in charge of sportscars), and perhaps the highlight of the Nationwide race was Chris Buescher 's 180mph save: "Wait 'til you see that on TV," his spotter deadpanned after a proper brown-trousers moment.

The only really annoying aspect of the weekend was the Detroit producer's obsession with filming ships sailing past the Belle Isle track. We're race fans, not fans of sitting in the dock of the bay watching ships going in and going out again – just stick to the cars please!

Revved Up

Martin O'Connell

"I started to push and found grip levels that hadn't previously existed"

British F3 ■ Donington Park ■ August 24, 1997 ■ Dallara-TOM'S F396 ■ Gamble almost pays off



LAT

O'Connell thought he had another lap to pass Kane

AT DONINGTON IN BRITISH F3 in 1997 it was a classic 'gamble race'. I had absolutely nothing to lose and a combination of desperation and good judgement almost got me an unlikely victory against a quality field that included Nicolas Minassian, Mark Webber, Peter Dumbreck, Enrique Bernoldi and Jonny Kane.

I had already tied-up Class B in my old Dallara, which we got on a par with the '97 cars that year and I had already scored a few podium finishes.

The weather was awful and the track was soaking. But as we did our familiarisation laps I could see that there was a bank of clear weather on the horizon. I was well down the grid so we made the decision: slicks!

It was a gamble and a real all-or-nothing decision. A few others had the same hunch but they were in the wall after a few laps. I was scrabbling around just about staying on the track and was in a totally different race to the vast majority, who were on wets, which for 90 per cent of the race was absolutely the correct rubber to be on.

I remember after about eight laps I looked in my mirrors and Minassian in the Promatecme car was about 10 car lengths behind me and about to put me a lap down. I was struggling and remember that I was practically floating down the Craners.

Then all of a sudden that pocket of clear sky came over and the sun hit the track. My pace picked up and I really started to motor. I'd been so careful but now was the time to really go for it. There were about 10 laps left and I started to push and find grip levels that hadn't existed.

Soon I was up in to the top 10. I was passing cars like they just weren't there: Webber, Dumbreck, Guy Smith, Ben Collins.

By the penultimate lap I was up to Kane and leader Minassian. I had them in my sights but figured that with a full lap left I could choose my passing place. Up through Coppice and on to the back straight I was in a position to take Jonny but thought I would save it until Redgate, that way I could then slip by Minassian up to McLeans. I was so much faster it was just a matter of time...

So there I was anticipating a sweet victory and the chequered flag comes out! It turned out that my team miscalculated the laps to go on the pit board. I was speechless. From Coppice to the final chicane I was weighing it up but decided against it. I was half a second behind Minassian and half a car length behind Kane.

There was plenty of fury under my helmet on the slowing down lap. But as I got in to parc ferme it had all come out. It was just a mistake and there were of course times when I made one. I was frustrated beyond belief and what could have been the ultimate gamble pay-off.

Martin O'Connell was talking to Sam Smith

PROFILE



LAT

MARTIN O'CONNELL BEGAN his career in Formula Vauxhall Junior in 1991. He took the title in '92 before moving up to FVauxhall a year later. He took the Class B title in 1994 before racing in F3 between 1996-2000 in which he won the Class B crown twice. He switched to sportscars in 2001, racing at Le Mans, and made a 2008 F3 cameo appearance for Carlin. Now 41, he still competes in historic events.

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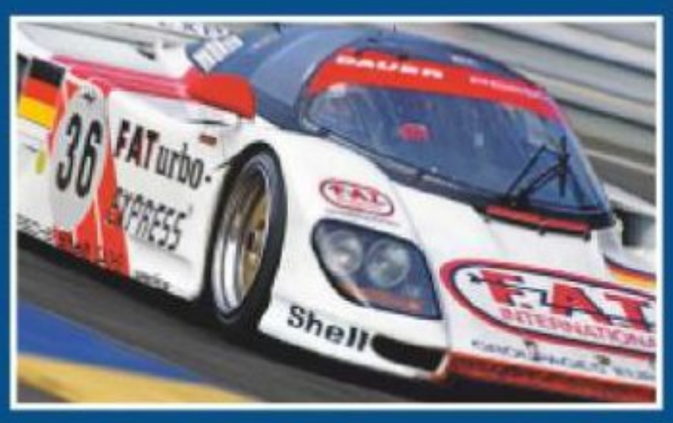
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PORSCHE'S LAST 962 WIN



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WHO WILL WIN BATTLE FOR

THE THREE-WAY HONOURS?

Porsche is returning and Audi is the reigning champion, but Toyota starts as favourite. *GARY WATKINS* assesses the 'Big Three'

Porsche is finally back at the sharp end of the Le Mans 24 Hours grid and Toyota returns for its latest campaign with its most concerted assault yet since rejoining the prototype ranks in 2012. They are both bidding to end Audi's run of victories in the world's most important endurance race that stretches back to 2010. That's why Le Mans 2014 is the most eagerly anticipated in years.

New rules in the LMP1 category, based on energy consumption, were crucial in tempting Porsche back for the first time since 1998, but they are also going to play a central role in this year's 24 Hours. The undeniable power advantage enjoyed by Audi's turbodiesel powerplant at Le Mans last year has been removed thanks to a scientifically formulated set of regulations that limit the amount of energy an LMP1 car can use over the course of the 8.47-mile Circuit de la Sarthe, which will be regulated by a fuel-flow meter (there are a series of penalties for going over maximum). The playing field in the diesel-versus-petrol battle has finally been levelled, though the debate over the rules isn't entirely over.

The first two rounds of the World Endurance Championship, of which Le Mans is a double-points blue riband round, have gone the way of Toyota and its new TS040 HYBRID. Audi had a nightmare at Silverstone and then wasn't on the pace at Spa with either high or low-downforce versions of its latest R18 e-tron quattro, while the Porsche's 919 Hybrid wasn't consistently fast nor was it reliable. Which all begs the question... ▶

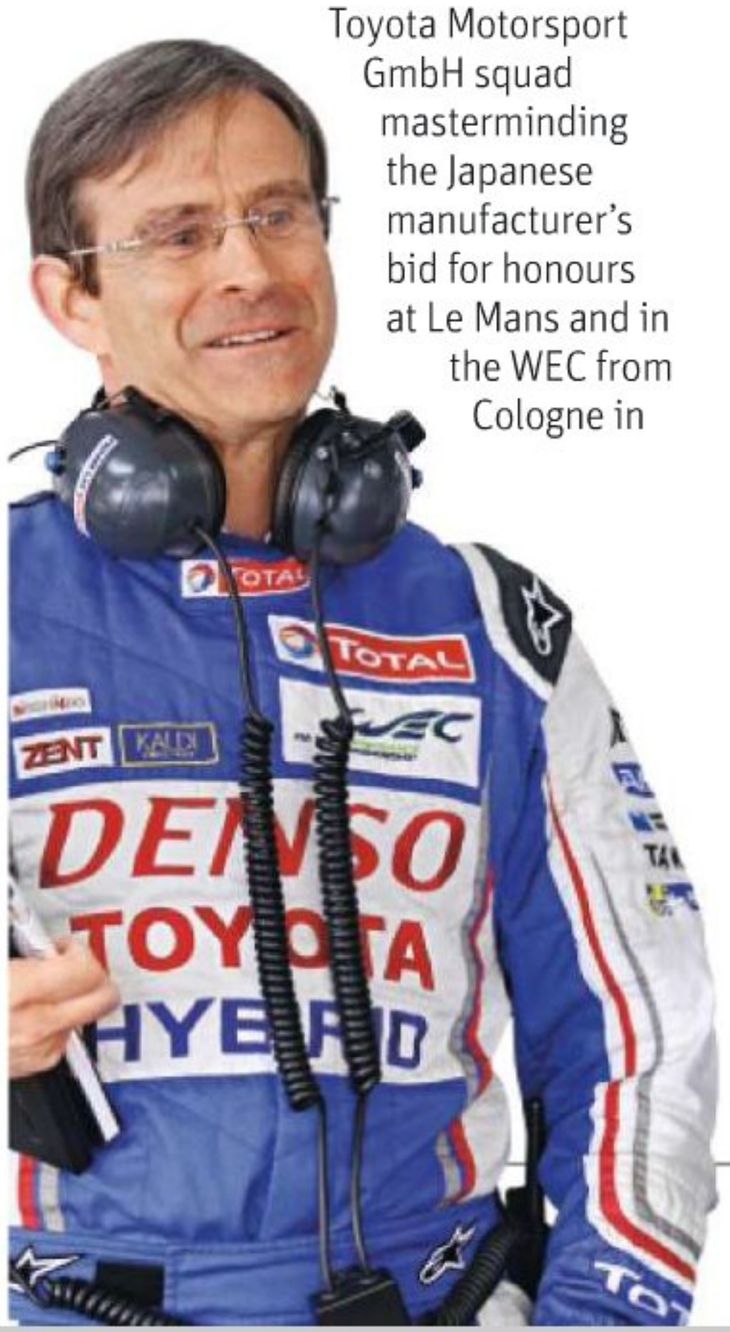


Toyota has led the way so far this season

IS THIS TOYOTA'S YEAR?

Toyota is better prepared for Le Mans than the previous two years. It started testing its 2014 challenger earlier (it relied on its 2012 car for Silverstone last year), had two cars in Le Mans configuration out for the Belgian WEC round in May and has completed a total of four endurance simulation tests.

"Last year we were reasonably prepared," says Pascal Vasselon, technical director of the Toyota Motorsport GmbH squad masterminding the Japanese manufacturer's bid for honours at Le Mans and in the WEC from Cologne in Germany. "This year we have taken one more step, not as big as between '12 and '13, but compared with last season we are one step ahead."



Vasselon believes Toyota is better prepared than ever before

Toyota had the quickest car at the opening two WEC events: its TS040 was faster over one lap than the Audi and faster over a stint than the Porsche. But that was at two circuits very different to Le Mans, which is why Vasselon was intrigued by what was going to happen when the new-generation of LMP1 machine ventured out onto the Circuit de la Sarthe for the first time at the Test Day on June 1.

"The performance factors at Le Mans are very different to Silverstone and Spa," he said ahead of the eight-hours of running of the La Sarthe Test Day.

"We have been working hard to be fast at Le Mans as well, but as engineers, we are very curious to find out what is going to happen."

The superiority of the Toyota, at least over the Audi, should be magnified at Le Mans. The greater hybrid punch of the car from its six megajoule system, working on both the front and rear axles, gave it a clear advantage in sectors one and three at Spa that begin with the ultra-slow La Source and relatively-slow Stavelot corners.

HAS AUDI GOT IT WRONG?

Audi makes no secret that it is losing out to Toyota, as well as the Porsche, with its 6MJ hybrid systems out of the corners as a result its choice to run in the two megajoule sub-class of energy-return allowed to the manufacturers.

"The difference is there," says Audi Sport boss Wolfgang Ullrich. "In the first four to five seconds of every straight, there is a big difference in available power, more than 200bhp, I think. It is difficult to catch that back up."

The lack of hybrid power is a double whammy for Audi, reckons Ullrich. He believes the R18, which is likely to have more downforce than its rivals at Le Mans, will be faster in the corners, but points out they might not be able to exploit that advantage in a race situation against a car that is faster in a straightline. And that's not factoring traffic into the equation.

Ullrich insists it hasn't made the wrong choices on technology, even though it opted to abandon an F1-style Motor Generator Unit–Heat energy-retrieval system driven by the Audi V6's turbocharger. The system was abandoned because it didn't bring the expected gains and also compromised the weight distribution under a set of regulations in which the minimum has been reduced by 45kg for 2014.

Ullrich says Audi "didn't have any


Audi R18 struggled for pace at Spa


Kristensen is aiming for win number 10


Fuel strategy could be key

other choice" but also argues it was the correct path at the time based on the table of fuel figures, which give the allocation per lap of Le Mans, that existed at the time of the decision. Those values were subsequently adjusted ahead of the start of the season in favour of the petrol-powered cars.

That brings us on to another factor at Le Mans this year...

FUEL MILEAGE AND STINT LENGTH

Audi clearly wasn't happy about the pre-Silverstone changes. It was upset that it now has less fuel available and therefore power, but reserved its biggest criticism for the modifications to the fuel capacities of the cars. It argues that these potentially give the Toyotas and Porsches the ability to go a lap longer on a tank of fuel.

The German manufacturer claims this is contrary to the Equivalence of Technology, the foundation stone of the new rules. That's something disputed by the FIA and the ACO; they stress that a potentially longer stint length for Audi's rivals is not as a result of the fuel they use, but because they are running a larger hybrid system.

The rulemakers calculations suggest that cars running a 2MJ hybrid system will be able to manage 13.2 laps of Le Mans on a tank of fuel and a 6MJ car 13.9. That raises the prospect of the Toyotas and the Porsche saving fuel to go a magic extra lap.

But Vasselon suggests that one more lap is not quite a magical as some suggest. "People always make a big thing about doing one more lap at Le Mans, but it is a simple calculation," he says. "To do 14 laps we need to do some fuel saving, and we need to make sure that over the race distance it is a gain."

Toyota hadn't made its decision ahead of the Test Day, according to Vasselon, but there is every likelihood that Porsche, with its ultra-low drag 919, will make that strategy call. Its fourth-placed car at Spa did a series of 25-lap stints at Spa, whereas Toyota mostly did 24-lap stints with its winning TS040 HYBRID and the second-placed Audi usually managed 23 laps.

Just to confuse the issue further, the low-downforce Audi that finished sixth did a couple of 25-lappers in fuel-save mode before the finish. ▶


Will Toyota's pace advantage be maintained at Le Mans?


Porsche sees 2014 as a learning year


Webber shares 919 with Bernhard and Hartley



IS PORSCHE A REALISTIC CONTENDER?

In terms of outright lap speed and a bid for pole position, probably, but victory is a long shot even for the returning giant of Le Mans. The rhetoric from the German manufacturer hasn't changed in the better part of a year now, despite a podium first time out for the 919 at Silverstone and pole at Spa. It has consistently stressed that this is a learning year and kept expectations low.

Porsche knows it is up against it in the reliability stakes with its 919 Hybrid after encountering problems during its pair of endurance runs at Paul Ricard and Aragon, as well as at the opening two WEC races.

The front driveshaft issues that affected the #20 car at Spa, and also during testing, are thought to have been fixed, but new problems have emerged.

"With the experience from previous testing and the first two WEC races, we have made modifications that proved to be the right ones," said team principal Andreas Seidl in the wake of Porsche's final simulation at Aragon in May. "At the same time, we were able to discover new weaknesses."

Neel Jani, who shares the #14 Porsche with Romain Dumas and Marc Lieb, believes that the chances of a clean race for either of the two 919s are slim.

"To finish 24 hours without issues in the first year is going to be a tough task," he says. "Our car is very complex and we are still understanding how it goes together and what makes it work. As we have said all along, we are going there to try to be competitive and then see what happens."

WILL PORSCHE'S RIVALS BE RELIABLE?

There's an air of confidence in the Audi and Toyota camps, which are returning under the new rules with largely proven technology, that they can get through the 24 Hours without problems.

Audi and Toyota have undertaken two and four endurance simulations respectively, and both are going into the race with the belief that they have fundamentally reliable cars.

"We can say that we have not found any issues," says Vasselon of Toyota's four endurance simulations, two at Aragon and one each at Paul Ricard and



Audi squad won against the odds back in 2008

DOLE/LAT

Vallelunga. "All the systems of the car, I would say, are able to do 24 Hours. What could happen are what I would call second-order reliability issues, which could be a quality issue with a part or a handling issue [he's talking 'finger trouble' here]."

Audi Sport Team Joest, meanwhile, is "as well prepared as we can be", according to technical director Ralf Juttner. "We have covered a lot of miles, but you always worry because at Le Mans things can pop up out of nowhere."

CAN AUDI WIN WITH A SLOWER CAR?

Of course. Because it's done it before – 2005, 2008 and 2010 most readily spring to mind – and it can do it again. "Le Mans is not just about having the fastest car," insists Ullrich. "The level of competition is that high this year that there is really no place for small errors."

Tactics always play a part at Le Mans, though there should be fewer safety cars this year. A 'Code 80' rule, which limits the cars to 80km/h [49.7mph] under localised yellow flags, has been introduced for 2014.

TOYOTA MUST BE FAVOURITE

Toyota arguably should have won Le Mans in both 1998 and '99 with its TMG-developed GT-One, and was the inevitable favourite going into this year's Test Day (which took place after this preview went to press). Eight hours of running could have thrown up new information, but based on the results and data from the opening WEC rounds, any decent bookmaker would be stacking the odds in the Japanese marque's favour. And that's not something Toyota has a problem with.

"We are quite happy about that," says Vasselon. "If you are the favourites, it means you have done something that means you deserve that status. Based on the data from the first two races, yes we have to be favourites."

Nor is Vasselon concerned that status will heap unwelcomed pressure on the TMG squad. But he is quick to stress that the tag of favourite doesn't mean the result of the 82nd running of the 24 Hours is a foregone conclusion.

"There is no guarantee of success at Le Mans," he says. "Yes we are favourites, and we are happy with that, but it doesn't mean we are going to win."

The machine defending Audi's Le Mans crown

The new R18 doesn't have as much hybrid technology as the rules allow, but Audi is still confident it can do the business. *CRAIG SCARBOROUGH* examines its credentials

Audi is looking to consolidate its long run of LMP1 success with an all-new car that still bears the R18 name. The 2014 e-tron quattro has been designed around new chassis and powertrain rules – this is most certainly an all-new car.

Audi initially chased the big energy recovery targets, but has opted to remain with its proven systems, which recovers two megajoules per lap. While this may not match the faster lap times of its rivals, it will (Audi hopes) ensure reliability – a critical factor in the Le Mans 24 Hours.



V6 TURBODIESEL

Audi has kept true to its efficient turbodiesel format, although the V6 is enlarged by 300cc to four litres. Running a single turbocharger inside the vee of the engine, its single exhaust splits to form outlets blowing along either side of the dorsal fin.

CARBONFIBRE GEARBOX

Due to the weight of the diesel engine and ERS, Audi continues to save weight with a carbonfibre gearbox casing. New for this year is the clutch, which is now controlled by paddles on the steering wheel rather than a floor-mounted pedal.



AERODYNAMICS

With LMP1 now being ever more a fuel-efficiency formula, the R18 aims for even lower drag, from its new flatter nose to the complex aerodynamics between and around the front wheels.

A specific aero package is prepared for Le Mans, with the rear bodywork sweeping down to the diffuser's trailing edge. This area is no longer used as a cooling outlet; cooling is now ducted through the centre of the engine cover fin.

The new regulations also allow for a front wing under the nose. This, along with a ban on the blown-diffuser system of 2013, means the aero concept has had to change considerably.

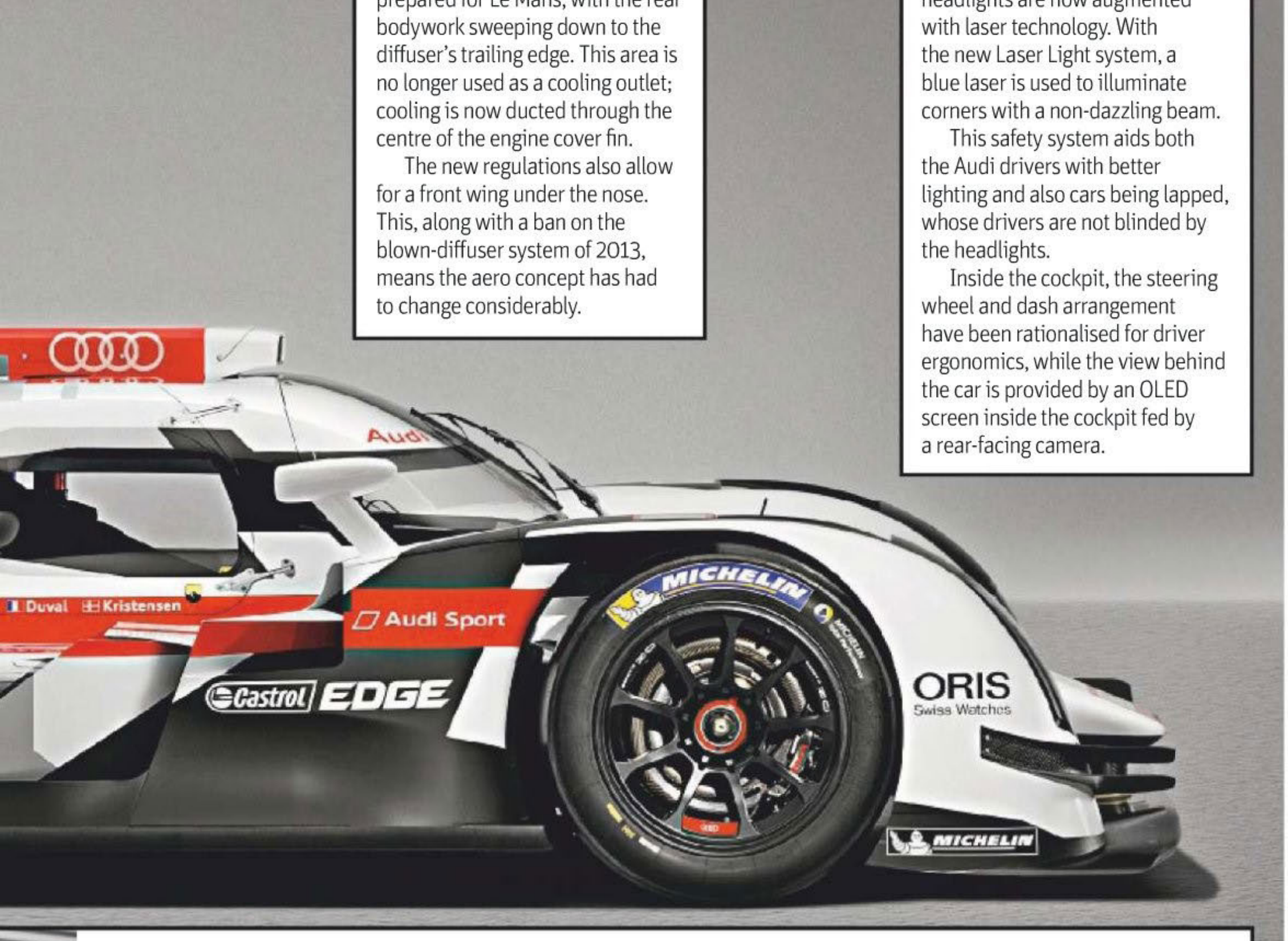


INNOVATIVE TECHNOLOGY

The Audi's already-powerful LED headlights are now augmented with laser technology. With the new Laser Light system, a blue laser is used to illuminate corners with a non-dazzling beam.

This safety system aids both the Audi drivers with better lighting and also cars being lapped, whose drivers are not blinded by the headlights.

Inside the cockpit, the steering wheel and dash arrangement have been rationalised for driver ergonomics, while the view behind the car is provided by an OLED screen inside the cockpit fed by a rear-facing camera.



4WD HYBRID

Rather than go for more energy recovery, Audi has stuck with its reliable e-tron quattro system, which recovers just 2MJ per lap, after abandoning its turbocharger-driven system during testing.

Audi Sport boss Wolfgang Ullrich said: "We didn't get what was expected out of the system, and a lot of risk with not a lot of benefit is not a good decision for Le Mans."

The remaining energy retrieval thus consists of a front-mounted motor generator unit (MGU) linked with short driveshafts to the front wheels. Energy is recovered to a flywheel system housed in the cockpit, developed by Audi and built by Williams Hybrid Power. When in its motor mode, the front MGU provides four-wheel drive.

The 1000bhp challenger that's gunning for glory

Toyota's new TS040 got off to a great start at Silverstone and Spa, and the Japanese firm is hoping it can finally deliver Le Mans success. By CRAIG SCARBOROUGH

Toyota is still chasing that elusive first world championship and, perhaps more importantly, Le Mans success, and has gone all-out with the new TS040 HYBRID. Taking technology from both its road car and F1 experience, the machine is a big step on from the 2013 car.

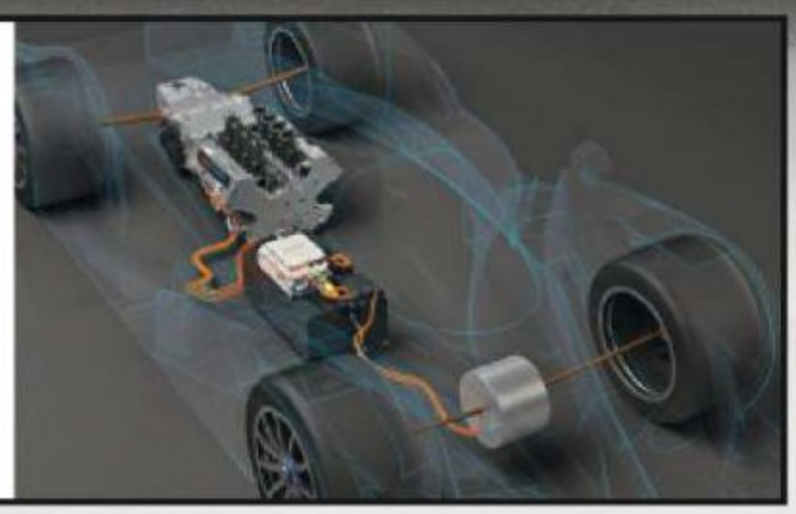
It boasts an incredible 1000bhp from its two hybrid systems and V8 petrol engine, but even with this figure, the car does not exploit the full eight megajoules of energy recovery, making do with 6MJ.



HYBRID POWER

Opting for a greater energy recovery formula than Audi at 6MJ per lap, Toyota has fitted the TS040 with two motor generator units (MGUs). Following on from the 2013 car, there is a rear MGU mounted between the engine and gearbox.

The new-for-2014 is a front-mounted MGU connected to the front wheels. This means energy is recovered from both axles under braking and, when powering the car, almost 500bhp is provided in a four-wheel-drive format.



SUPERCAPACITOR

Storing and discharging all this energy is a Nisshinbo super capacitor in the cockpit's passenger compartment. This format of energy storage has far better power density, allowing quicker charging and discharging of the energy. Power from this unit is managed by separate power inverters for both the front and rear MGUs.

AERODYNAMICS

Not surprisingly, given Toyota's recent spell in grand prix racing, the car's bodywork is distinctly F1-like, although the car sports a very low and narrow nose tip.

Of all the LMP1 cars, the front-wheel pods are the most detached from the sidepods, with legality vanes joining the two together.

At the rear, the wheelarches taper inwards, and the rear wing endplate has to reach down to the floor to support the wing.

More F1 influence is evident with the exhausts. The V8 engine requires a pair of exhausts, which exit either side of the cover, periscope-style up through the bodywork, and then blow along the back of the car.

ALUMINIUM 'BOX

The benefit of the Toyota power unit is its lighter weight; because of this the team can continue to run an aluminium gearbox, which features seven gears sequentially operated by paddles on the steering wheel.

V8 PETROL ENGINE

Bearing similarities to its F1 motors, the Toyota runs a 3.7-litre V8 petrol engine. It is naturally aspirated, as opposed to using the turbochargers of its rivals, and puts out over 500bhp.

The power behind Porsche's new LMP1

The hopes of one of sportscars' iconic marques rest on the new 919 Hybrid. *CRAIG SCARBOROUGH* takes a look at the technology behind the new Porsche

Porsche's decision to return to Le Mans and the premier LMP1 category has resulted in the new 919.

Externally a contemporary LMP1 design, albeit built to the new narrower-chassis rules, the 919 exhibits innovation mainly in its powertrain, with approximately 750bhp coming from a tiny V4 turbo engine and two energy recovery systems (ERS). One of those is a unique exhaust-driven generator that charges the car's central battery.



OFFSET EXHAUST

The exhaust outlet is off-centre, exiting on one side of the dorsal fin on the engine cover. This is due to the complex exhaust routing feeding both the generator and turbo. Because clever exhaust-blown floor solutions are banned this year, this is a simple way to dump the exhaust gases, and the asymmetric set-up probably has little aero effect.

HYBRID TURBO

A unique means of recovering energy from the petrol engine is the exhaust-driven generator, which can create AC power to be sent via the power-control electronics for converting to DC power for storage in the battery.

The exhaust pipes split to feed both the turbocharger and the turbo-hybrid generator. On the end of the generator is a turbine, and the energy from the exhaust gases spins the turbine and thus the generator. The exhaust outlet from the generator joins that of the turbocharger to exit off-centre from the back of the car.

Notionally similar to F1's ERS-H, this system does not provide for the stored energy to be fed back into the generator to provide an exhaust flow when off throttle, as energy flows purely one way from the generator to the battery.

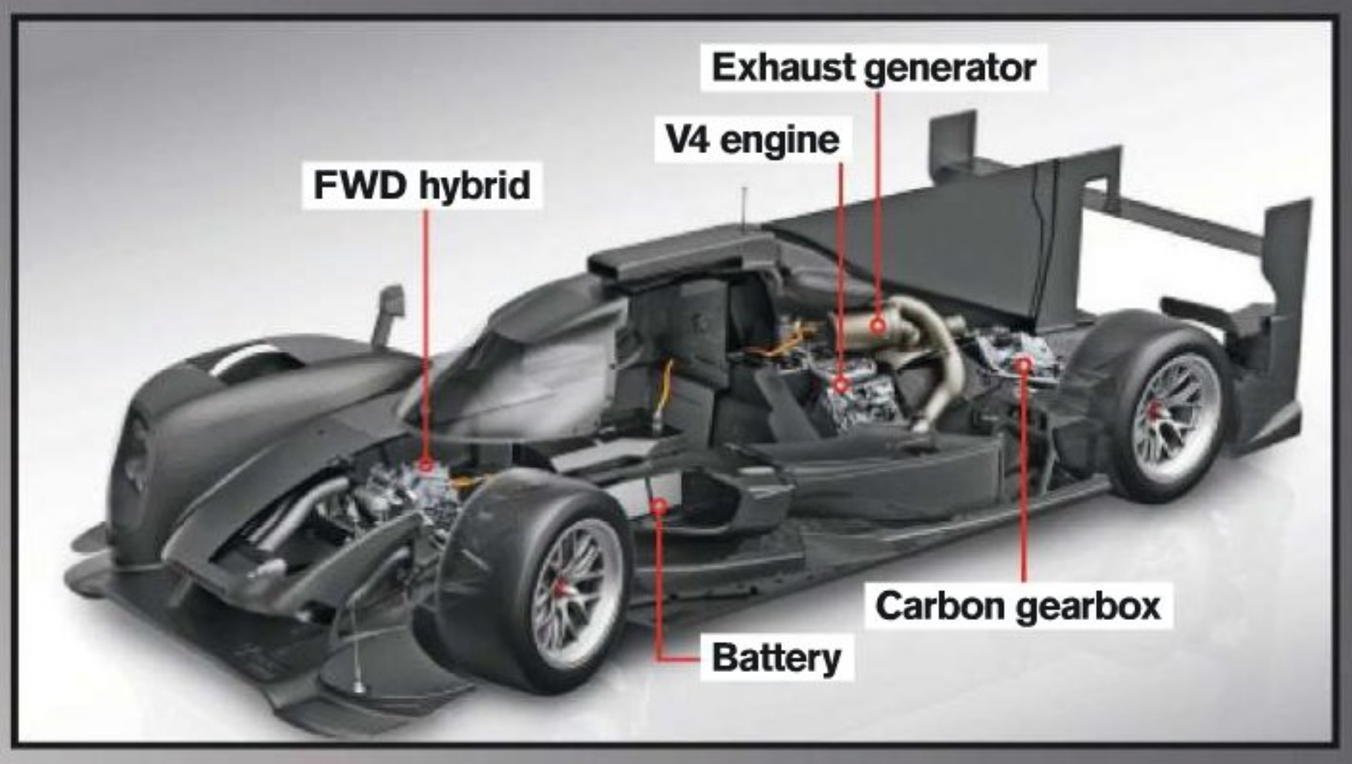


V4 PETROL ENGINE

As the WEC continues to downsize engines and upscale energy-recovery systems, the 919 is fitted with a two-litre V4 petrol engine.

Increasing its efficiency is a single turbocharger and direct injection, allowing the engine to produce around 500bhp.

A V4 is structurally more efficient than a straight four, meaning the engine can be fully stressed, being bolted between the monocoque and gearbox without external supports.



CARBON GEARBOX

As energy-recovery systems add weight, any opportunity is taken to reduce weight around the car. For the gearbox, this means the seven-speed semi-automatic cluster is mounted inside a carbonfibre gear casing with titanium inserts around the highly stressed areas.

F1-STYLE BATTERY

Similar to F1, but in contrast to Porsche's competitors Audi and Toyota, the battery system uses lithium-ion cells.

These are protected within a housing and sit in the passenger side of the cockpit. Energy recovered from both the front MGU and the turbo generator is stored within the battery, and all the power is released through the front-wheel-drive MGU.



FWD HYBRID

A motor generator unit (MGU) is linked with driveshafts to the front wheels. Under braking this will act as a generator to harvest energy and store the power in the hybrid system's battery. Under acceleration, power from the battery will be redirected to power the MGU's motor. In this mode the car becomes four-wheel drive and the MGU will provide an estimated extra 250bhp.



THE LAST 962 WIN



The Dauer 962s would line up fifth and seventh on the '94 Le Mans grid



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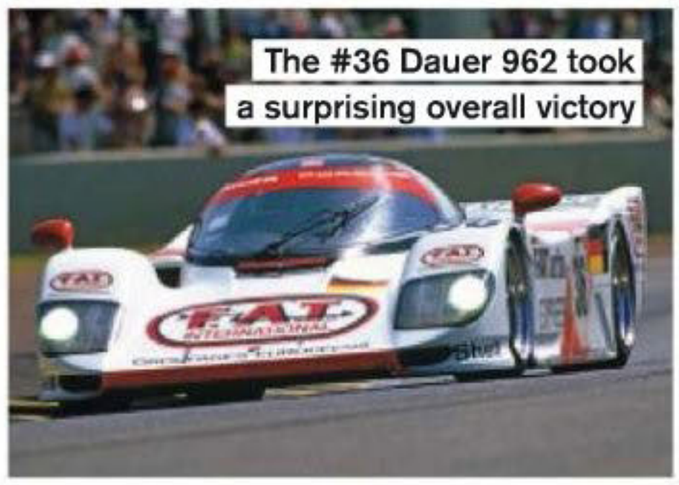
TWENTY YEARS ON...

AMAZING TALE OF THE LAST 962 WIN

Porsche has an unrivalled track record of success at Le Mans, but its 1994 victory came as something of a shock. By *GARY WATKINS*

Porsche's return to the sharp end of the grid at the Le Mans 24 Hours has been three years in the making, or nearer five if you include the planning before the announcement in June 2011 of what we now know as the 919 Hybrid. Twenty years ago, the German manufacturer pitched up at the Circuit de la Sarthe with a project started only months before the race. What's more, the Dauer 962LM Porsche claimed outright victory even though it had been conceived as a challenger for class honours only.

The plan that resulted in a road-going version of the almost-eternal 962 Group C prototype, years after its front-line career had ended, was hatched in December 1993, and then only the basis of a piece of erroneous information. The Porsche board member responsible for motorsport, Horst Marchart, had heard that McLaren would be bringing a racing version of its BMW-engined F1 supercar to Le Mans in 1994 and wanted to make sure that his company was in a position to go for the win in GT1.


The #36 Dauer 962 took a surprising overall victory

Porsche had been planning to return with an improved version of the 911 Turbo S LM that had carried its hopes in 1993. But an inspection of a road-going McLaren F1 — kindly brought to Weissach by Thomas Bscher, who would go on to win the Global Endurance GT Series when the racing F1 GTR did arrive one year later — resulted in the realisation that it needed something different.

"We were planning a more advanced 911, with a little more aero and a little ▶



Dauer 962LM was built to answer McLaren GT1 threat that never came

more power," recalls long-time Porsche senior engineer Norbert Singer. "Mr Marchart came up with this information about McLaren and asked me if we could beat it with our 911. My reply was a no.

"Like members of the board do, he said, 'Okay, I give you one week to come up with a new idea'."

Singer's focus turned to a car that had been displayed at that September's Frankfurt motor show. Porsche entrant Jochen Dauer had the bold idea of creating a road-going supercar out of the 962 and built a show car complete with redesigned bodywork and air-conditioning at the Zakspeed team's premises.

Dauer hadn't come up with the idea of the car he was calling the 962 Le Mans – there was no Porsche in the title yet – with racing in mind. But it had been conceived as a result of his racing exploits, and specifically the actions of Porsche. The German had previously taken a financial hit after being presented with a substantial bill by Porsche Motorsport.

The road car project was his way of trying to clear his debts after his famous attack on the 1991 Daytona 24 Hours with two dynastic superteams, one for the Andrettis and one for the Unsers.

Dauer claims that Helmut Flegl, then head of the racing department at Porsche, had promised him the use of chassis and engines for his great adventure for free. "Then, after the race I got this nice invoice for DM3.5 million [£1.2 million at the time]," he explains. "I didn't want to disappear, I wanted to pay my debts and be able to show my face."

Dauer needed Porsche's help to bring the 962LM to market. He was seeking assistance to get the car's race engine through the necessary emissions tests. Singer insists that he had been rebuffed, although Dauer claims that he was receiving backdoor help – "from the people who mattered" – even before he received a surprise call in December '93.

This telephone conversation resulted from Marchart's request for ideas to meet the phantom challenge from McLaren. Singer knew about the Dauer project and he also knew that the GT1 rules at the time only demanded the production of one road car.

"I had the idea that if we can make a 962 for the road and homologate it, then we can work backwards and make it a road car," he recalls.

Singer and then Porsche Motorsport boss Max Welti duly had their meeting with Marchart.

"Welti was saying, 'Well, you know, we don't really know, but Mr Singer has this funny idea'," recalls Singer. "Mr Marchart didn't like the Dauer car and I expected him to say, we have thrown him out once and now he is trying to come in through the back door. But he just stood up and said he would have to ask his colleagues. Two days later, he rang and said, 'Do it!'"

That resulted in the call to Dauer when he was showing his car in Dubai in December. Yet the contract between Dauer and Porsche wasn't signed until February 14 the following year, which gave just five weeks before the homologation cut-off demanded by the Automobile Club de l'Ouest.

There were a number of problems that had to be overcome. Not least that the rules demanded the removal of the 962's ground-effect venturis. When Singer first put a model in the windtunnel, he found out that the car had lift.

That resulted in a call to Dauer's chief designer, Wiet Huidekoper.

"He said, 'Mr Huidekoper, you have more experience of flat floors than me, what do you think we should do?'" recalls the Dutchman.



Dauer's 962-based, road-going supercar was converted for racing

24


Dauer-running Porsche teams finished first and third


Singer examines problematic driveshaft on winning car


Eddie Irvine's Toyota hit gearbox trouble


Victorious Dauer 962 crosses the line

The plan they hatched was to lengthen both the nose and the tail of the car and use a twin-deck rear wing. Such was the timescale that this was produced from the same tooling as that used for the wing from Huidekoper's Lola T92/10 Group C design. Lola Composites was already working with Dauer and was engaged to produce the bodies for the two racers and the test car.

The road car was ready (just) in time for the March 23 cut-off, though Alain Bertaut, rules boss at the ACO, wasn't happy. He complained that the car had no rear bumper, something Porsche had to answer with a letter from the German ministry of transport stating that there was no such requirement for the road.

Porsche now had its 1994 Le Mans racer, but what it didn't have were aspirations of overall victory. And the Dauers' qualifying times proved they were some way off the best of a small group of prototypes running in the P1/C90 class. The two Porsches, shorn of downforce and sporting 12in rather than 14in tyres, ended up fifth and seventh on the grid in the hands of Hans Stuck and Mauro Baldi.

The Porsches were in the mix come the race, though. The rules afforded the GT1 cars an amazing 40 litres extra fuel capacity over the Toyota and Courage privateer prototypes. That allowed the car Baldi shared with Yannick Dalmas and Hurley Haywood to be established in second at dusk when the left-side driveshaft needed replacing.

Grease was leaking out of the CV garters, a problem that hadn't reared its head during a 30-hour endurance test at Magny-Cours, and Singer wasn't convinced the Baldi car, which moved back to second on Sunday morning, would make it to the end without another change.

"Every stop we were checking the driveshaft," recalls Singer. That policy changed 90 minutes before the end of the race when the leading SARD Toyota 94CV encountered gearbox problems with the late Jeff Krosnoff at the wheel. "I said, 'Now we are leading, we don't check it anymore. We just run it.'"

Porsche completed Le Mans win number 13, though a recovery drive from Eddie Irvine in the Toyota relegated the second Porsche – shared by Stuck, Thierry Boutsen and Danny Sullivan – to third in the final stages. A Porsche victory shouldn't sound like a shock, but Singer insists that it was: "We really didn't go there thinking we could win."

There was one player in Porsche's 1994 Le Mans adventure who was convinced one of its cars would win. That man was Dauer.

"I had the T-shirts ready saying 'Dauer Porsche wins Le Mans' and the champagne," he says. "I was the only one who was positive we were going to win."

Experimental technology abounds in Nissan's radical ZEOD racer

THE FUTURE

How to showcase one's electric-vehicle credentials? That was Nissan's starting point for the radical ZEOD RC that fills the Garage 56 grid spot at this year's Le Mans 24 Hours. The next question was how to achieve the target of completing an electric-only lap of the 8.47-mile Circuit de la Sarthe?

The answer didn't come until after the announcement of the programme in Japan in February last year. A fully electric car was never on the cards, despite Nissan chairman Carlos Ghosn's use of the term "zero emissions racing car". Yet the ZEOD – that's zero emissions on demand — could have been a very different machine.

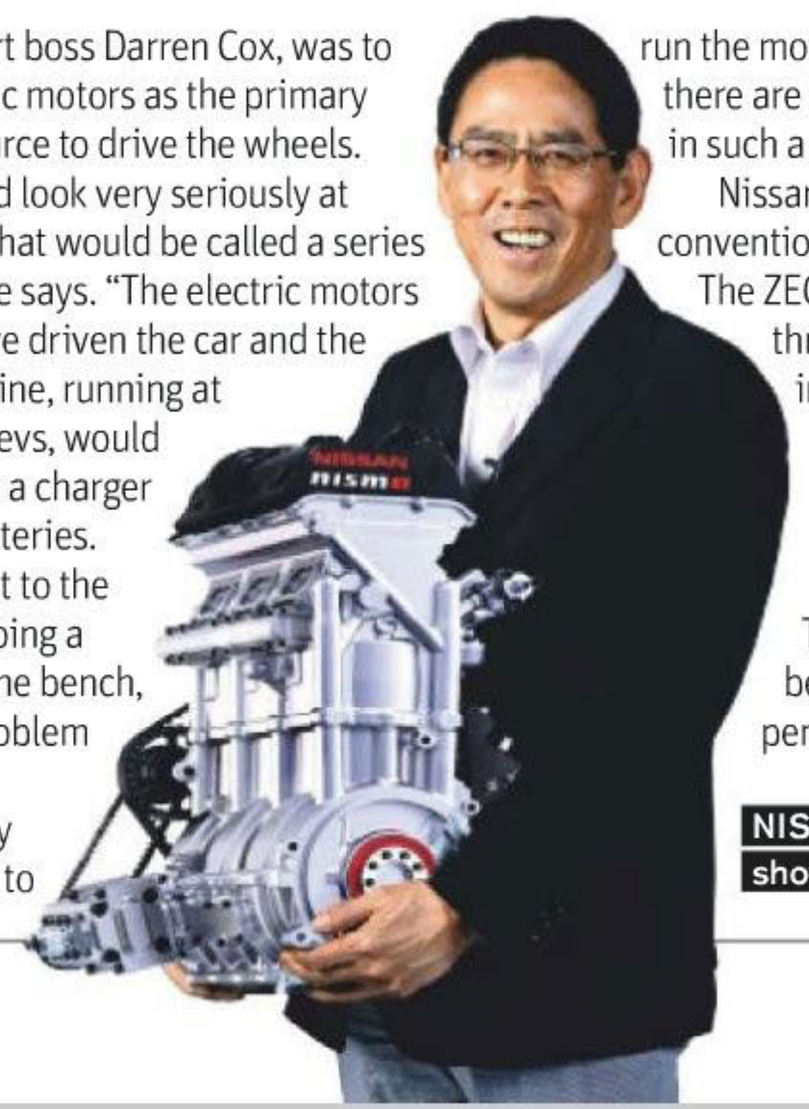
One option, says Nissan global motorsport boss Darren Cox, was to use electric motors as the primary power source to drive the wheels.

"We did look very seriously at running what would be called a series hybrid," he says. "The electric motors would have driven the car and the petrol engine, running at constant revs, would have been a charger for the batteries.

"We got to the stage of doing a study on the bench, but the problem is that the technology isn't there to run the motors for 24 hours and there are significant loses involved in such a system."

Nissan eventually opted for a conventional or 'parallel' hybrid.

The ZEOD will run on its tiny three-cylinder direct-injection turbo engine most of a stint, during which time its rear-axle hybrid system will be charging the car's battery. The petrol unit will then be turned off for the penultimate lap of the stint



NISMO's Shoichi Miyatani shows off ZEOD's light engine



OF LE MANS?

Hybrids may be all the rage in LMP1, but Nissan is pushing the technology even further with its ZEOD contender. *GARY WATKINS* explains all

– just in case there is an issue and a few drops of petrol are needed to get the car to the pits – with the aim of a fully electric lap.

It's just one of a number of bold targets for its Garage 56 racer, which follows on from the Nissan DeltaWing of 2012. Nissan wants to hit 300km/h (186.4mph) on the Mulsanne Straight, it wants to lap slightly faster than an LMP2 in petrol configuration (which means a time of around 3m40s) and as quick as a GTE Am car with only electric power (so somewhere above the four-minute mark).

Cox is confident the ZEOD will achieve them, and a lap in the GTE Am ballpark on electric power at the Le Mans Test Day was a condition of the car's participation in the race. Though asked if he ever thought that



Nissan had bitten off more than it could chew, he replies: "Yes, every single day."

"We know what we have set out to achieve is a risk, the company knows that, but we do believe we can achieve those targets," he continues. "We've already simulated half a lap of Le Mans at Bruntingthorpe [the proving ground where the ZEOD has done most of its testing], and we did it on 45 per cent of the battery capacity."

What Cox isn't promising is a clean race: "The likelihood is that there are going to be some extended stays in the pits. We are pushing the boundaries of technology, so there is a lot of potential for problems."

Whatever happens in the race at Le Mans, the ZEOD should already be counted as a success. The car's Le Mans entry this year was conditional of Nissan joining the LMP1 ranks, yet the coverage it received was, says Cox, "an important impetus" for the sign-off of Nissan's return to the top flight of sportscar racing in 2015.

THIS IS NOT A GAME



Racing simulators are a vital tool for race teams and drivers. *GLENN FREEMAN* visited Strakka Racing's facility to find out how they are put to use

Surely a racing simulator is just a computer game anyone can get their hands on, right? Wrong. Appearances can be deceptive, but don't assume this is just a fancy-looking version of the steering-wheel-and-pedals set-ups you can buy online. Following the lead of Formula 1, teams like Strakka Racing can now use simulators to develop drivers, and get a head-start on set-up work before they head to a circuit in the real world.

Don't get us wrong – the software (in this case rFactor Pro) in its most basic form is not so far removed from games, but there are two key factors to achieving the realism that makes this a useful tool rather than just a bit of fun. The first is the level of real-world data that teams can put into it to get an accurate representation of the cars they race, and the second is how it is approached by the driver.

"Once you've got the model as accurate as you can, the biggest thing is driving it properly," says Strakka's simulation manager Mark Bennett. "You get drivers who are only interested in doing the fastest lap, so they cut corners, they run over the grass. They boast about their laptime, but in reality you can't drive like that, so you have to curb their enthusiasm and make them drive properly. You need accurate driving, and accurate feedback. Treat it like a car, not a game."

Improving the accuracy of the simulator itself is an ongoing process. Every time Strakka tests or races, it can feed all of the data it gains back into its simulator. Then, one of the team's drivers will spend half a day driving in the simulator to check that its performance correlates with what's happening in the real world. Strakka is also receiving constant new aerodynamic numbers from chassis partner Dome's windtunnel, meaning it can test new configurations of the car as soon as the development work has been carried out in Japan.

"The more data you compile, the closer you can get to the real car," adds Bennett. "You can see the aero balance, the drag, and you can compare minimum corner speeds and end-of-straight speeds to make sure it's what you're expecting. So if you're



Freeman gets expert sim tips from Jonny Kane

ALL PICS: JAKOB EBREY



Open for business: Strakka's mega sim invites us aboard

8km/h up at the end of the straight on the sim, then you know something is up. And if we're too quick in the corners, we can re-programme it to reduce the downforce but we can keep the drag level the same so we don't end up too quick on the straights."

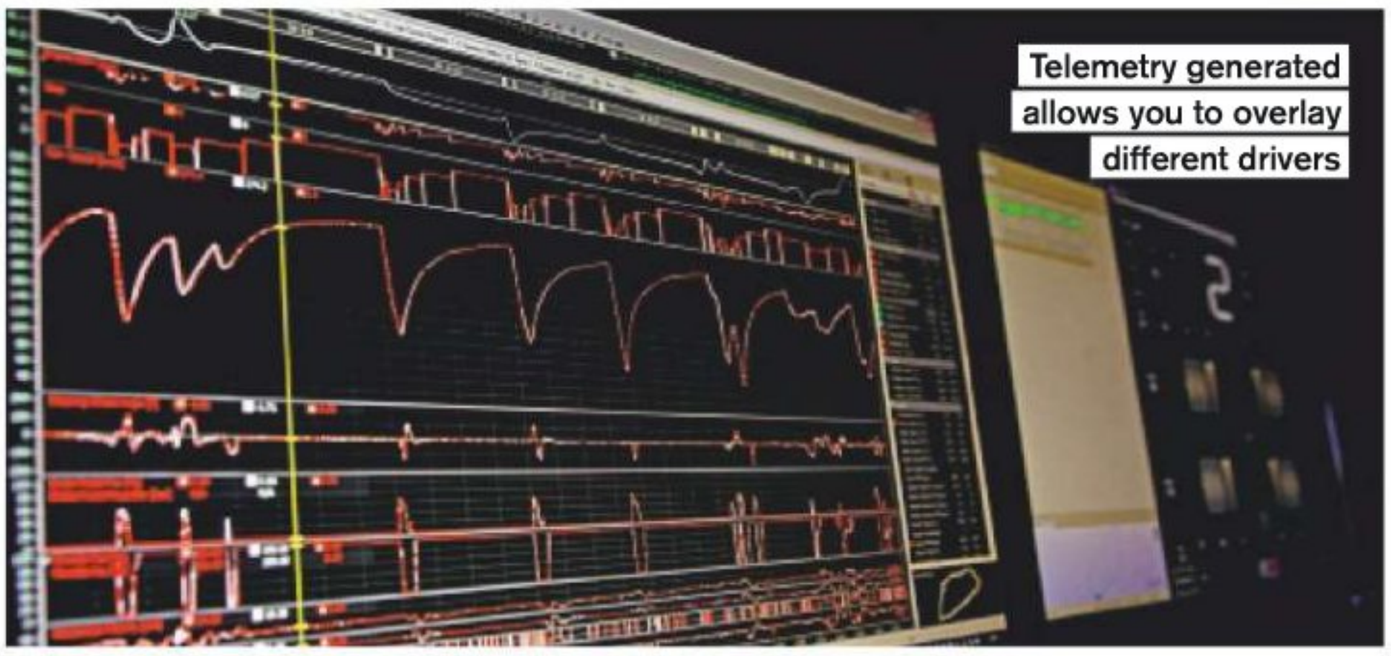
Simulators such as Strakka's have now advanced to the point where the team can get a head-start on its set-up work before going to a race or a test.

"We approve gear ratios here, so that's something we don't have to lose track time working out when we get to a circuit with the real car," says Bennett.

That is backed up by Strakka driver Jonny Kane, who makes regular use of the facility, and was on-hand to offer some useful tips when AUTOSPORT tried it out for a few laps of Le Mans.

"It's really good that you can try different set-ups and get an instant comparison. Straight away you can tell which package is better.

"You might still want to try it when you get to the circuit, but something else might have come up that looks more beneficial so you can prioritise those and only come back to the stuff you've already tried if you get time at the track."



Telemetry generated allows you to overlay different drivers

As a veteran of 10 Le Mans starts, there's little Kane doesn't know about the Circuit de la Sarthe's 8.4 miles, but he still likes to get some virtual mileage under his belt ahead of the race.

"I'm not sure how many laps I've done over those 10 years, but I'm sure I could go there having not driven it for nearly a year and get up to speed," he says. "But at Le Mans the time disappears very quickly. If you get half an hour in the car during practice you might only do five laps.

"I can do 50 laps in a day here, then learn from my data, even if there's only three or four tenths to find. And it teaches you to be consistent, so you've got that mindset before practice even starts."

Kane is envious of the five-second jump AUTOSPORT makes between two runs (if only such chunks of time were on the table for him to find), but at least he can take the credit for it, having talked us through comparison data of journalist v driver after the first run. Sadly, all Kane's hard work for the 2014 race was in vain, as a testing crash ruled the Strakka-Dome out. No 'reset' button in the real world.

Le Mans - Place des Jacobins - Vendredi 13 juin - 17H30

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avec remise des trophées **LE MANS 2014**
Plaques **«POLE POSITION»**,
Trophée **SGS «MEILLEUR CONCURRENT GT»**,
Trophée **«ROOKIE OF LE MANS»**

avec la participation des orchestres
Rio Samba Show
Showaband RSF
The Jock's pipes and drums
La Fiesta Mexicaine
Bellevue's Band
Ethnick 97
Los Thorignos 72
Fantasia Bubble Show

avec la participation de :
Classic British Welcome
Le Virage de Mulsanne
Corvette USA
Porsche
Ford GT40
Ferrari
Club Morgan
Présentation Darmon
et autres surprises



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Concert avec Doc WATTSON
Place de la République à 15 heures

AUTOSPORT

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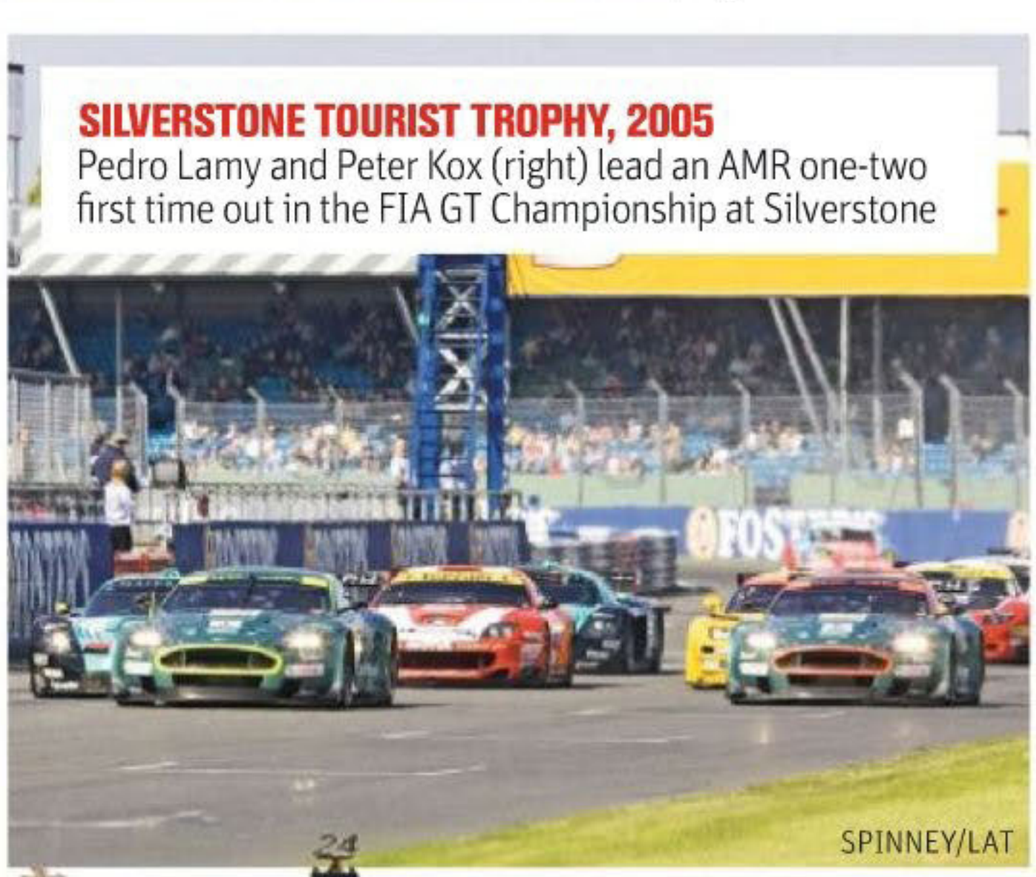
ASTON'S AMAZING DECADE

Aston Martin's works AMR squad celebrates its 10th anniversary this year. *KEVIN TURNER* picks out some of the team's greatest moments



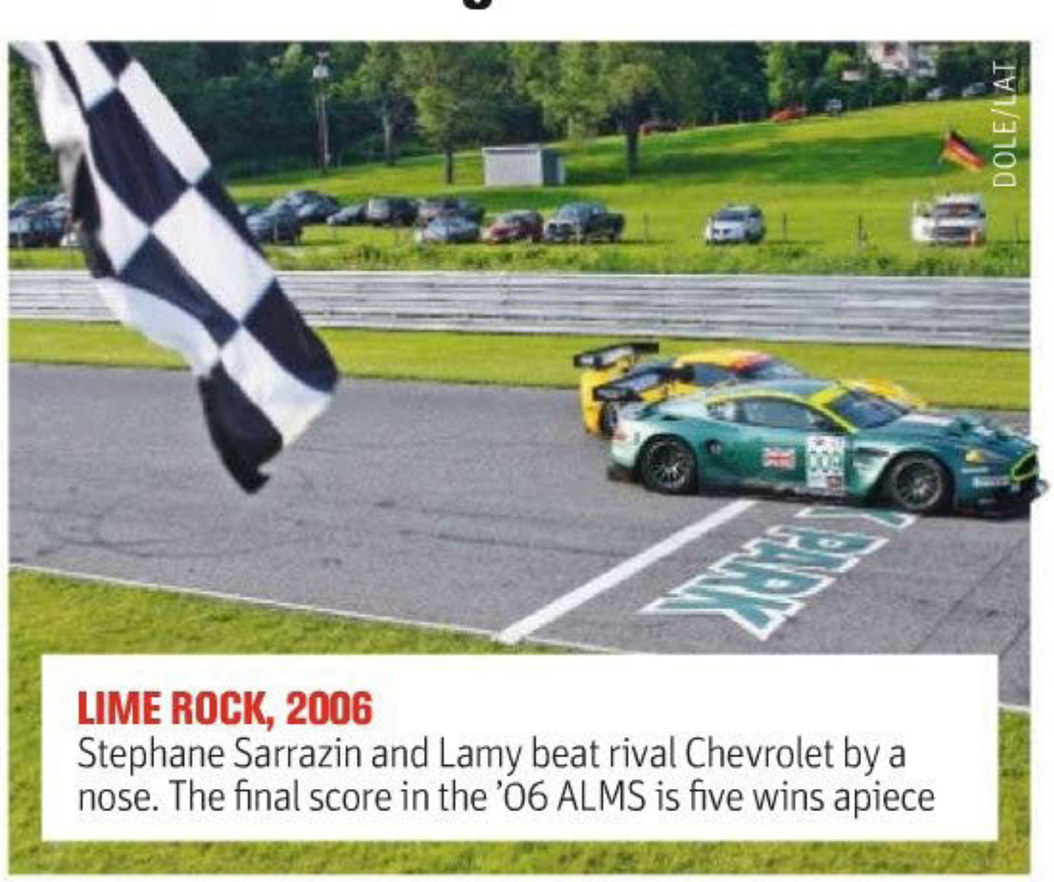
DOLE/LAT

SEBRING 12 HOURS, 2005
Darren Turner, David Brabham and Stephane Ortelli give DBR9 GT1 class win on its race debut



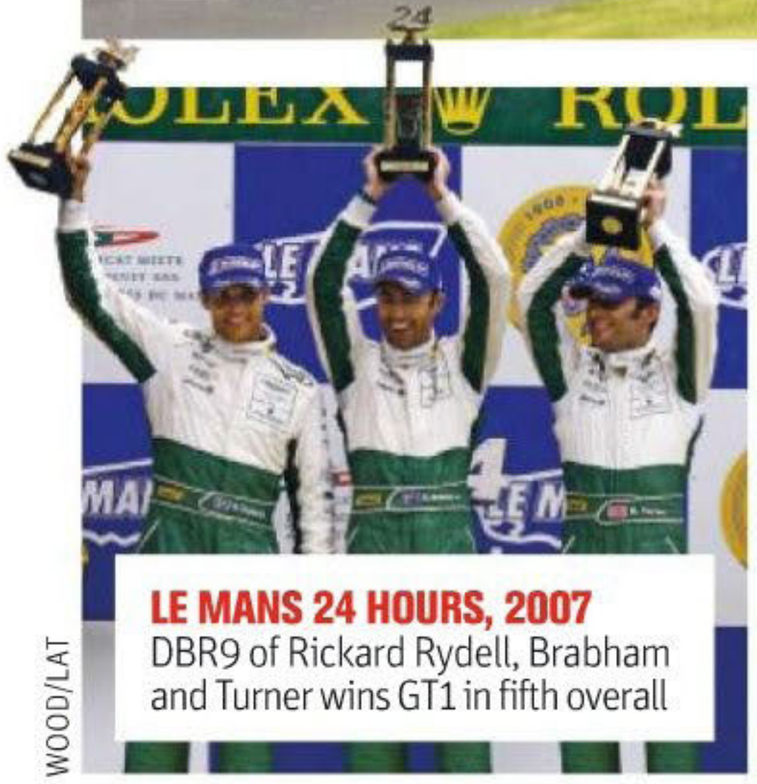
SILVERSTONE TOURIST TROPHY, 2005
Pedro Lamy and Peter Kox (right) lead an AMR one-two first time out in the FIA GT Championship at Silverstone

SPINNEY/LAT



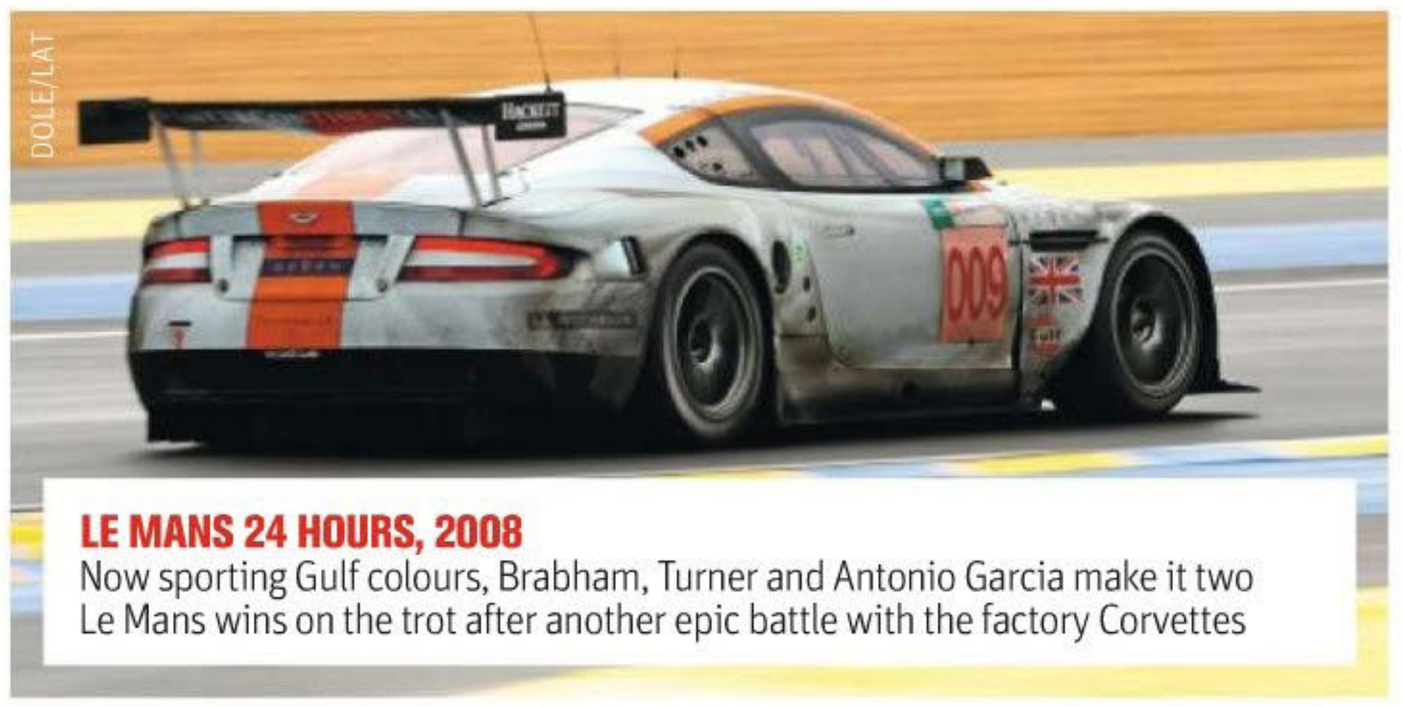
DOLE/LAT

LIME ROCK, 2006
Stephane Sarrazin and Lamy beat rival Chevrolet by a nose. The final score in the '06 ALMS is five wins apiece



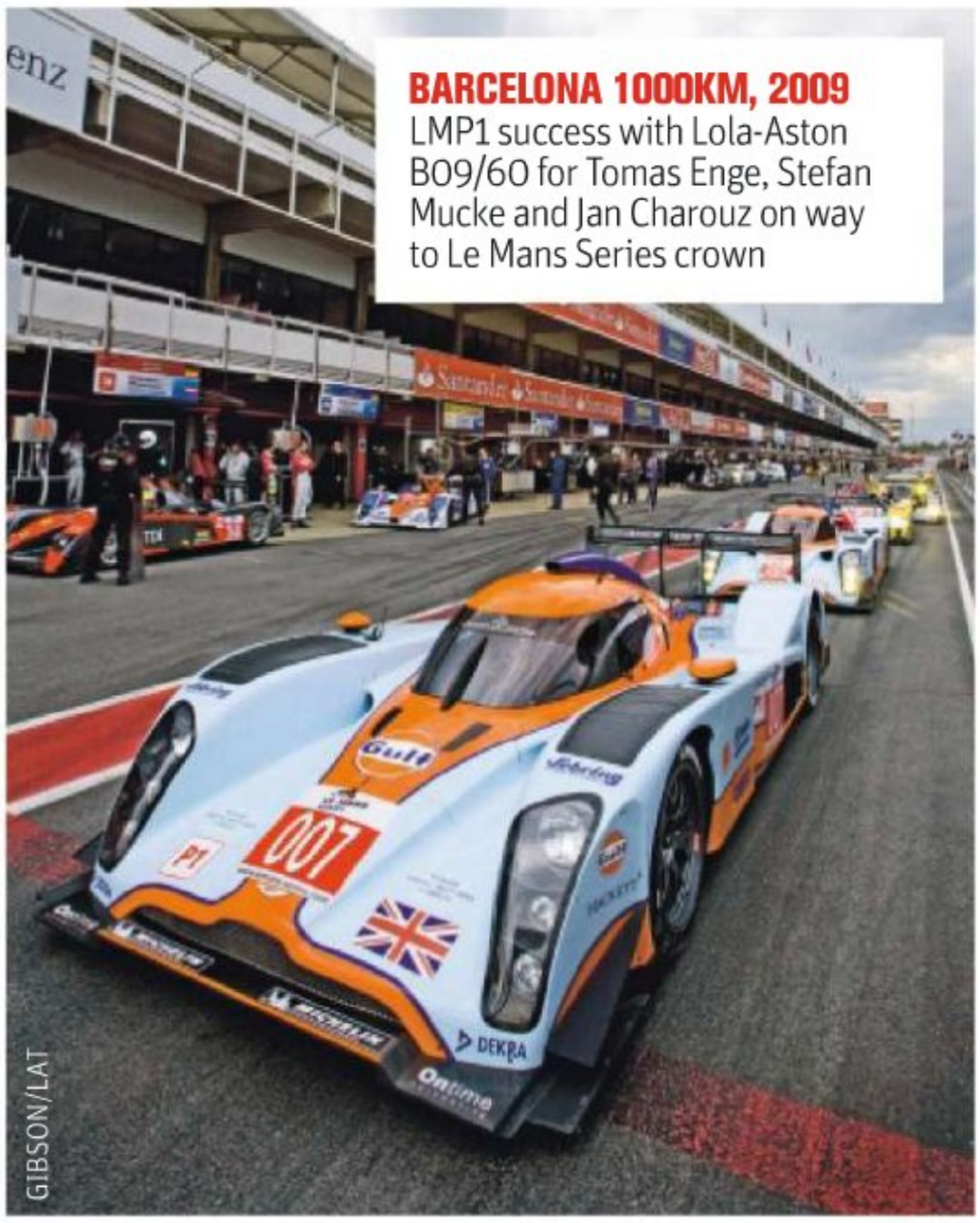
WOOD/LAT

LE MANS 24 HOURS, 2007
DBR9 of Rickard Rydell, Brabham and Turner wins GT1 in fifth overall



DOLE/LAT

LE MANS 24 HOURS, 2008
Now sporting Gulf colours, Brabham, Turner and Antonio Garcia make it two Le Mans wins on the trot after another epic battle with the factory Corvettes



GIBSON/LAT

BARCELONA 1000KM, 2009

LMP1 success with Lola-Aston B09/60 for Tomas Enge, Stefan Mucke and Jan Charouz on way to Le Mans Series crown



BLOXHAM/LAT

LE MANS 24 HOURS, 2009

Enge/Mucke/Charouz V12 finishes as the best of the petrol runners in fourth, nine laps behind winning Peugeot



SHANGHAI 6 HOURS, 2012

Vantage V8 finally takes its first GTE World Endurance victory in Shanghai finale in hands of Turner and Mucke

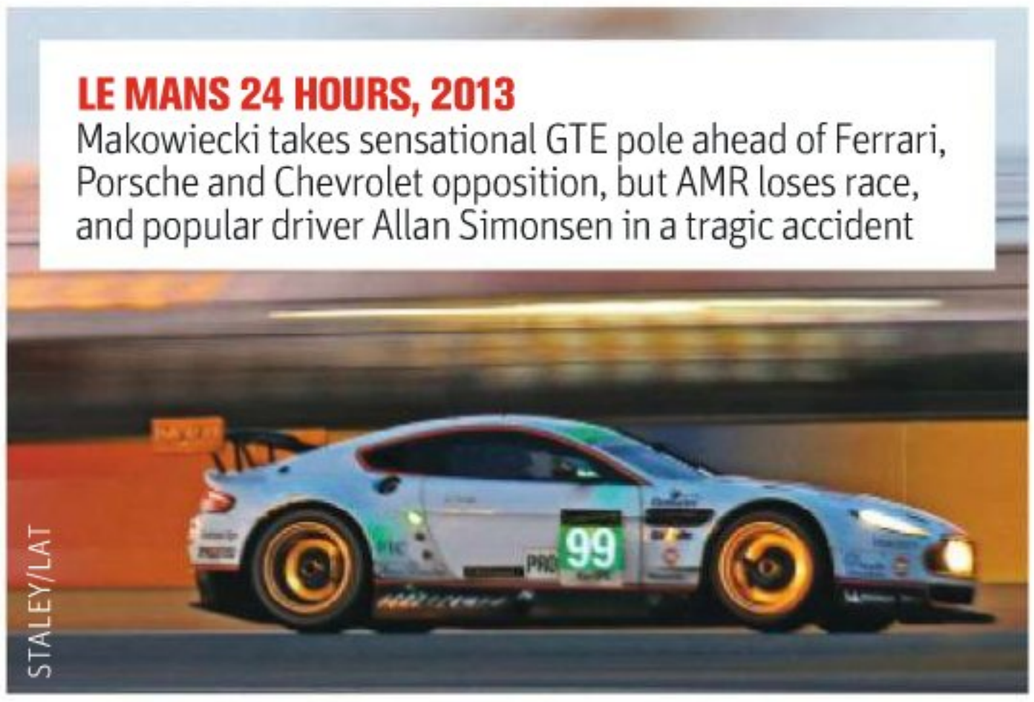
EBREY/LAT



VIMAGES/FABRE

SILVERSTONE BLANCPAIN, 2013

AMR runs one of its successful GT3 DBRS9s and wins with Mucke, Turner and Frederic Makowiecki



STALEY/LAT

LE MANS 24 HOURS, 2013

Makowiecki takes sensational GTE pole ahead of Ferrari, Porsche and Chevrolet opposition, but AMR loses race, and popular driver Allan Simonsen in a tragic accident



EBREY/LAT

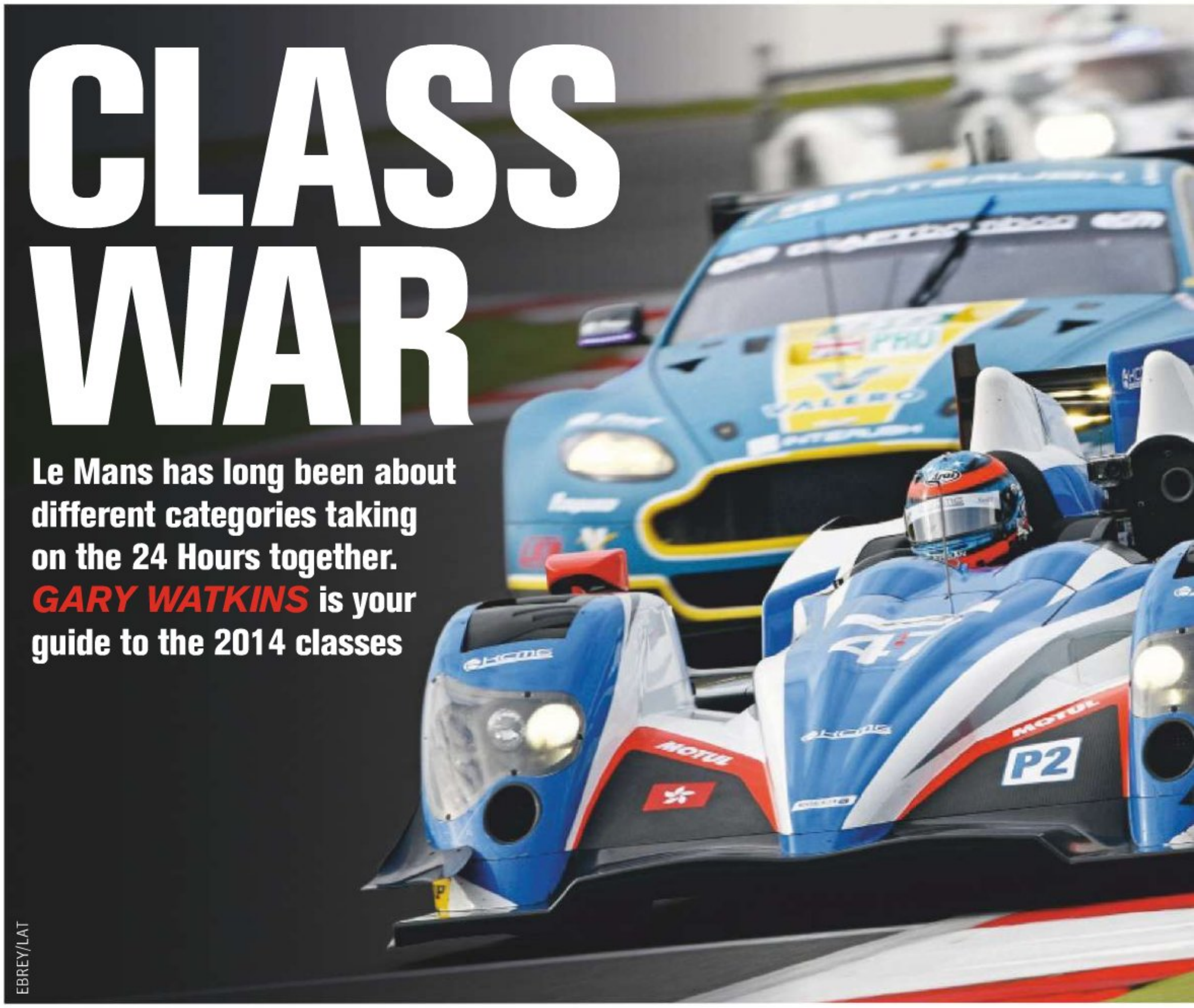
SHANGHAI 6 HOURS, 2013

Mucke and Turner score third GTE win of the season, but narrowly miss out on title at Bahrain finale

LMP1 | LMP2 | GTE PRO | GTE AM

CLASS WAR

Le Mans has long been about different categories taking on the 24 Hours together. *GARY WATKINS* is your guide to the 2014 classes



EBREY/LAT

LMP1

New rules have placed an onus on efficiency – and mandated hybrid technology for manufacturers – and changed the way the teams go racing in P1. Performance is controlled by limiting the energy each car can use over the course of a lap rather than engine air-restrictors. Limiting energy usage rather than the air engines breathe sends out the right message for the manufacturers and also appears to have finally balanced petrol and diesel technologies. Privateers don't have to run hybrid systems and can run their LMP1-L (that's L for light) at 850 rather than 870kg.



» **INTERESTING FACT** This is the first time that there will be no open-top prototypes competing in the top class at Le Mans since 1993

LMP2

It's status quo in the secondary prototype class that runs for a fourth year to a rulebook mandating cost-capped machinery and production-based engines. This category is aimed exclusively at privateer entries and is firmly pro-am — each car must have at least one amateur of silver-status or below, according to the driver grading system. The change for this year is the arrival of the first of a new wave of coupes that will join the existing open-top cars, but the withdrawal of the Strakka-Dome – after a testing crash at Spa – means only Ligier will be on the grid.



» **INTERESTING FACT** The Ligier name graces the grid again after a 38-year hiatus. The original team's last outing took second overall with its Cosworth-engined JS2


LMP1, LMP2 and GTE category cars racing alongside each other add to the spectacle of Le Mans

WORLD ENDURANCE CHAMPIONSHIP

AFTER TWO OF EIGHT ROUNDS

LMP1 DRIVERS		
Pos	DRIVERS	PTS
1	Anthony Davidson/Nicolas Lapierre/Sebastien Buemi	50
2	Alex Wurz/Stephane Sarrazin/Kazuki Nakajima	34
3	Tom Kristensen/Loic Duval/Lucas di Grassi	18
4	Nick Heidfeld/Mathias Beche/Nicolas Prost	18
5	Mark Webber/Timo Bernhard/Brendon Hartley	15.5
6	Olivier Pla/Roman Rusinov/Julien Canal	14

LMP1 MANUFACTURERS		
1	Toyota	84
2	Porsche	36
3	Audi	28

LMP1 PRIVATEER DRIVERS		
1	Nick Heidfeld/Mathias Beche/Nicolas Prost	50

LMP1 PRIVATEER TEAMS		
1	Rebellion Racing	50

LMP2 DRIVERS		
1	Olivier Pla/Roman Rusinov/Julien Canal	51
2	Richard Bradley/Matt Howson	37
3	Nicolas Minassian/Maurizio Mediani/Sergey Zlobin	27

LMP2 TEAMS		
1	G-Drive Racing (OAK)	51
2	KCMG	37
3	SMP Racing	27


Ferrari, Porsche and Aston will battle it out in GTE

GTE DRIVERS		
1	Gianmaria Bruni/Toni Vilander	39
2	Jorg Bergmeister/Patrick Pilet	36
3	Frederic Makowiecki/Marco Holzer	27

GTE MANUFACTURERS		
1	Ferrari	64
2	Porsche	63
3	Aston Martin	43

GTE PRO TEAMS		
1	AF Corse #51	39
2	Porsche Team Manthey #91	36
3	Porsche Team Manthey #92	33

GTE AM DRIVERS		
1	David Heinemeier Hansson/Kristian Poulsen	43
2	Marco Cioci/Mirko Venturi/Luis Perez Companc	34
3	Pedro Lamy/Christoffer Nygaard/Paul Dalla Lana	33

GTE AM TEAMS		
1	Aston Martin Racing #95	43
2	AF Corse #61	34
3	Aston Martin Racing #98	33

GTE

The GTE category, which took that name in place of GT2 for 2011, is for production-based machinery. The category is split into two groups. GTE Pro is the battleground of the factory teams from Ferrari, Porsche, Aston Martin and Chevrolet, which this year have to race their respective challengers in 2013 specification thanks to a technology freeze. GTE Am is for privateer entries with pro-am driver line-ups. A rule change for 2014 reinforces the importance of true amateurs in the class: each car must now have at least one bronze-rated driver and only one gold or platinum.



» INTERESTING FACT Aston Martin Racing is bidding for a third class victory at Le Mans to go with its 2007 and '08 GT1 triumphs in its 10th anniversary year

AUDI SPORT TEAM JOEST AUDI R18 E-TRON QUATTRO

MICHELIN

DRIVERS

#1	Tom **KRISTENSEN**	#2	Andre **LOTTERER**
	Loic **DUVAL**		Benoit **TRELUYER**
	Lucas **DI GRASSI**		Marcel **FASSLER**

#3	Oliver **JARVIS**
	Marco **BONANOMI**
	Filipe **ALBUQUERQUE**



Audi returns to Le Mans with an all-new turbodiesel that carries over nothing from its predecessor bar its name.

Di Grassi has been promoted to a full-time WEC seat alongside reigning world champs Kristensen and Duval on the retirement of Allan McNish. Audi again runs an additional car alongside its two full WEC entries, all three in low-drag aero spec. Bonanomi returns to prototypes after a year away, while Albuquerque arrives via the DTM.

The marque's start to the WEC has been doubly disappointing: it failed to get either of its cars to the finish at Silverstone, then couldn't match the pace of Toyota at Spa.

» AUTOSPORT SAYS **Likely to struggle to keep up with Toyota and, probably for a while, Porsche. Not the favourite for once.**

TOYOTA RACING TOYOTA TS040 HYBRID

MICHELIN

Toyota is back for the third crack at Le Mans glory after re-entering the prototype arena in 2012, and is mounting its most concerted effort yet.

The Japanese manufacturer's German-based TMG squad was better prepared than last season ahead of its two-car WEC assault (which has already yielded a pair of victories for Davidson, Buemi and Lapierre) and the same goes for its Le Mans campaign – it's undertaken no fewer than four endurance tests with its new TS040.

DRIVERS

#7	Alex **WURZ**	#8	Anthony **DAVIDSON**
	Stephane **SARRAZIN**		Nicolas **LAPIERRE**
	Kazuki **NAKAJIMA**		Sebastien **BUEMI**

The driver line-up is unchanged, though reshuffled. Lapierre and Sarrazin swap places in an attempt to match the drivers' height in each car.



» AUTOSPORT SAYS **WEC results so far have to make Toyota the pre-event favourite.**

PORSCHE TEAM PORSCHE 919 HYBRID

MICHELIN

DRIVERS

#14	Romain **DUMAS**	#20	Timo **BERNHARD**
	Neel **JANI**		Mark **WEBBER**
	Marc **LIEB**		Brendon **HARTLEY**

Porsche makes it first bid for outright Le Mans honours since 1998 with a car that's been more than three years in the making. The project, remember, was announced back in June 2011 before Porsche had even started to build up its new LMP1 organisation. Porsche overcame a disastrous start to its test programme (an engine vibration resulted in a major redesign) to claim a WEC podium and pole, but it has modest targets for Le Mans and has yet to prove the 919's reliability. Star signing has been Webber, along with fellow newcomers Jani and Hartley and regulars Bernhard, Dumas and Lieb.



» AUTOSPORT SAYS A betting man would take a punt on a Porsche pole, but keep his money when it comes to a victory.

REBELLION RACING REBELLION-TOYOTA R-ONE

MICHELIN

DRIVERS

#12	Nick **HEIDFELD**	#13	Andrea **BELICCHI**
	Nicolas **PROST**		Fabio **LEIMER**
	Mathias **BECHE**		Dominik **KRAIHAMER**



EBREY/LAT

Prototype stalwart Rebellion, the top P1 independent at Le Mans in 2011 and '12, has taken up the challenge of the LMP1-L (L for light) category reserved for privateers running non-hybrid machinery to make a full WEC assault with its own car designed and built by ORECA in France.

The project's late sign-off ahead of Le Mans last year contributed to delays that resulted in the two Toyota-engined cars missing Silverstone and arriving at Spa having completed barely 1000km between them. It wasn't an easy debut, but the #12 car, Rebellion's lead entry, ran reliably to seventh place. That was encouraging, though the car's lack of pace concerned the Anglo-Swiss team.

GP2 champion Leimer and the underrated Kraihamer join a cast of team regulars.

» AUTOSPORT SAYS It's probably too early to be nipping at the heels of the factories – the team's stated ambition.

MILLENNIUM RACING (DELTA-ADR) ORECA-NISSAN 03R

DUNLOP

DRIVERS

#22 John **MARTIN**
Oliver **TURVEY**
Fabien **GIROIX**

Millennium – run by Delta-ADR, the P2 pacesetter in last year's WEC – was forced to miss the first two rounds of this season due to financial problems. It then scratched from Le Mans, but got a late reprieve, and fields a solo car for the stronger of its two driver line-ups.



LE MEUR/DPPI

» AUTOSPORT SAYS Team's engineering strengths and strong drivers mean it should still be at the front.

SEBASTIEN LOEB RACING ORECA-NISSAN 03R

MICHELIN



EBREY/LAT

DRIVERS

#24 Rene **RAST**
Jan **CHAROUZ**
Vincent **CAPILLAIRE**

Rally legend Sebastien Loeb's team makes its Le Mans debut on its return to the P2 ranks this year. It hasn't been a contender in the ELMS on Michelin tyres (its second place at Imola owed a lot to good fortune), but one positive is the arrival of Audi GT star Rast.

» AUTOSPORT SAYS Unless the Michelin tyre works at Le Mans, Loeb's team won't be in the hunt.

G-DRIVE RACING (OAK) MORGAN-NISSAN LMP2

DUNLOP

DRIVERS

#26 Olivier **PLA**
Roman **RUSINOV**
Julien **CANAL**

The works OAK team, winner of P2 in both the WEC and at Le Mans in 2013, has taken two wins from two starts so far this year with the solo Morgan run under the G-Drive banner. OAK, under new team management, if anything looks stronger than last year.



EBREY/LAT

» AUTOSPORT SAYS The OAK Morgan won't have things as easy as it did in the first two WEC races.

SMP RACING (AF CORSE) ORECA-NISSAN 03R

MICHELIN

DRIVERS

#27	Mika **SALO**	
	Sergey **ZLOBIN**	
	Anton **LADYGIN**	
#37	Nicolas **MINASSIAN**	
	Maurizio **MEDIANI**	
	Kirill **LADYGIN**	


EBREY/LAT

Russian entrant SMP fields a pair of P2s run by AF Corse in the full WEC this year after dipping its toe in the prototype waters of the 2013 ELMS. The team has yet to make an impression on the 2014 Michelin tyre in the WEC, even with a line-up that includes ex-Peugeot driver Minassian, further boosted for Le Mans by ex-Formula 1 man Salo.

» AUTOSPORT SAYS **Result may not reflect the quality of the team and its drivers.**

PEGASUS RACING MORGAN-NISSAN LMP2

DUNLOP


EBREY/LAT

DRIVERS

#29	Julien **SCHELL**	
	Nicolas **LEUTWILER**	
	Stephane **RAFFIN**	

The French team moves back to P2 from the Group CN ranks four years on from its first and undistinguished foray at Le Mans with the unfashionable Norma chassis. This time it has a Morgan and Nissan power, but not the right drivers to trouble the frontrunners.

» AUTOSPORT SAYS **Not a contender by any stretch of the imagination; a finish would be a result.**

OAK RACING/OAK TEAM ASIA LIGIER-HPD/NISSAN JSP2

DUNLOP
MICHELIN

DRIVERS

#33	Ho-Pin **TUNG**	
	David **CHENG**	
	Adderly **FONG**	
#35	Alex **BRUNDLE**	
	Jann **MARDENBOROUGH**	
	Mark **SHULZHITSKIY**	



OAK fields two of its new Ligier coupes, the result of its takeover of the Group CN marque, for its additional Le Mans entries, one under the OAK Racing Team Asia banner with HPD turbo power and Michelin tyres. The JSP2 is well tested and, according to the team, already at least a match for its Morgan.

» AUTOSPORT SAYS **Nissan-engined car works on Dunlops and has drivers who should allow it to challenge – if it's reliable.**

RACE PERFORMANCE ORECA-JUDD/BMW 03R

DUNLOP


EBREY/LAT

DRIVERS

#34 Jon **LANCASTER**
Franck **MAILLEUX**
Michel **FREY**

The Swiss team returns to Le Mans for a fifth time with its most concerted effort yet. GP2 driver Jon Lancaster, who shone on his P2 debut at the Bahrain WEC race last year, bolsters the line-up of Franck Mailleux and Michel Frey that narrowly missed a Silverstone ELMS win.

» AUTOSPORT SAYS **This Momo-sponsored car could be the dark horse for a P2 podium.**

SIGNATECH ALPINE ORECA-NISSAN 03R

DUNLOP

DRIVERS

#36 Oliver **WEBB**
Nelson **PANCIATICI**
Paul-Loup **CHATIN**

The defending ELMS champion squad has made a late switch from Michelins to Dunlops, which put its ORECA straight in the mix at Imola last month. Now it can exploit its engineering strengths and driver talent as it bids to repeat its frontrunning performance of 2012.


EBREY/LAT

» AUTOSPORT SAYS **One of the best driver line-ups in P2 must give Signatech a great chance.**

JOTA SPORT ZYTEK-NISSAN Z11SN

DUNLOP


EBREY/LAT

DRIVERS

#38 Marc **GENE**
Harry **TINCKNELL**
Simon **DOLAN**

Jota bounced back from a tub-destroying shunt during the Silverstone ELMS race to win at Imola. Former Le Mans winner Gene comes in to replace Filipe Albuquerque at Le Mans to give the team the experience it needs to make it a potential winner.

» AUTOSPORT SAYS **Jota has all it requires to challenge for a first podium at Le Mans – although a little luck wouldn't go amiss.**

GREAVES MOTORSPORT ZYTEK-NISSAN Z11SN

DUNLOP



DRIVERS

#41 Chris **DYSON**
Tom **KIMBER-SMITH**
Matt **McMURRY**

#42 James **WINSLOW**
Alessandro **LATIF**
Michael **MUNEMANN**

Greaves will field two Zyteks in the race. Four of the drivers on its roster are event rookies, including 16-year-old Matt McMurry, who is bidding to become the youngest starter in the history of the 24 Hours. The question is whether it can exploit the low-drag aero introduced last year that turned the Zytek into a competitive proposition at Le Mans.

» AUTOSPORT SAYS **Car #41 offers the best shot for Greaves, but a repeat of its 2011 triumph would be against the odds.**

NEWBLOOD BY MORAND RACING MORGAN-JUDD/BMW

DUNLOP

DRIVERS

#43 Christian **KLIEN**
Gary **HIRSCH**
Romain **BRANDELA**

Morand, from Switzerland, returns to Le Mans for a second time in P2 and a third in total with a line-up that includes former Peugeot driver Christian Klien. The team has been punching above its weight in the ELMS and has scored podiums in two of the past three races.



EBREY/LAT

» AUTOSPORT SAYS **If the team can carry over its ELMS form, it could be a contender.**

THIRIET BY TDS RACING LIGIER-NISSAN JSP2

DUNLOP



DRIVERS

#46 Tristan **GOMMENDY**
Pierre **THIRIET**
Ludovic **BADEY**

The slick TDS squad, a former ELMS champion when running an ORECA, has tasted success in that series already this year with the Morgan. And now it swaps to the new Ligier chassis in a bid to go one better than its near-miss in P2 in 2012.

» AUTOSPORT SAYS **The team doesn't have the same driving strength as in 2012, but it's still a contender.**

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KCMG ORECA-NISSAN 03R

DUNLOP

DRIVERS

#47 Richard **BRADLEY**
Matt **HOWSON**
Alex **IMPERATORI**

KCMG returns a year on from becoming the first Chinese entrant to contest Le Mans. It has swapped from Morgan to ORECA, from Michelins to Dunlops, and has a largely new crew — and has already shown that it can challenge OAK in the opening WEC rounds.



» AUTOSPORT SAYS **WEC form and a strong trio of drivers suggest KCMG will be a contender.**

MURPHY PROTOTYPES ORECA-NISSAN 03R

DUNLOP



DRIVERS

#48 Karun **CHANDHOK**
Nathanael **BERTHON**
Rodolfo **GONZALEZ**

This winner in the ELMS last year is back at Le Mans for a third crack at the race and has its best chance yet with what looks on paper to be a strong line-up. The team had the pace — but not the consistency or luck – to win at the first two ELMS rounds.

» AUTOSPORT SAYS **Murphy's chances hinge on how event rookies Berthon and particularly Gonzalez take to Le Mans.**

LARBRE COMPETITION MORGAN-JUDD/BMW LMP2

MICHELIN

DRIVERS

#50 Ricky **TAYLOR**
Pierre **RAGUES**
Keiko **IHARA**

The multiple class-winning Larbre team moves up from GTE Am to the P2 ranks 21 years on from its Le Mans debut. It has only raced its Morgan once so far, but has bolstered its attack with Chevrolet factory driver Taylor and the experienced Ragues.



» AUTOSPORT SAYS **Everything will depend on Ihara's pace and how much time she spends in the car.**

ALL PICS: EBREY/LAT

AF CORSE FERRARI 458 ITALIA

MICHELIN



DRIVERS

#51 Gianmaria **BRUNI**
Toni **VILANDER**
Giancarlo **FISICHELLA**

#71 James **CALADO**
Davide **RIGON**
Olivier **BERETTA**

AF-run factory Ferrari team is a winner in this year's WEC, but the evidence of last year suggests it might struggle against the Porsche and Aston. Fisichella is back from the US to join WEC pairing of Bruni and Vilander, recreating the line-up that gave Ferrari its last class win at Le Mans in 2012. Old hand Beretta joins young guns Calado and Rigon.

» AUTOSPORT SAYS **It will probably take something special from the drivers in #51 to secure victory.**

RAM RACING FERRARI 458 ITALIA

MICHELIN

DRIVERS

#52 Matt **GRIFFIN**
Alvaro **PARENTE**
Federico **LEO**



EBREY/LAT

The winner of last year's ELMS GTE title makes its Le Mans debut after stepping up to the WEC. It started the season with aspirations to challenge the factories, but financial issues have meant the funded Leo has been brought in alongside Parente and Griffin.

» AUTOSPORT SAYS **Taking on the might of the works teams is a big ask for this plucky privateer.**

CORVETTE RACING CHEVROLET CORVETTE C7.R

MICHELIN


DOLE/LAT

DRIVERS

#73 Jan **MAGNUSSEN**
Antonio **GARCIA**
Jordan **TAYLOR**

#74 Oliver **GAVIN**
Tommy **MILNER**
Richard **WESTBROOK**

Chevrolet returns to Le Mans with an unchanged driver line-up aiming to make up for the disaster of 2013 courtesy of the new C7.R. The more efficient car has already proved its pace in the USC in North America and claimed a first victory, but there were reliability issues on its 24-hour debut at Daytona.

» AUTOSPORT SAYS **The C7.R is racing at Le Mans for the first time, but many are making Chevrolet favourite in GTE Pro.**

PORSCHE TEAM MANTHEY PORSCHE 911 RSR

MICHELIN

The German manufacturer went from also-ran in the WEC to class winner at Le Mans last year courtesy of low-downforce aero, a balance of performance break and Aston's problems. Mixed weather conditions and cool temperatures played a part in the 991-shape 911's success – a dry, hot

DRIVERS

#91 Patrick **PILET**	#92 Frederic **MAKOWIECKI**
Jorg **BERGMEISTER**	Marco **HOLZER**
Nick **TANDY**	Richard **LIETZ**

Le Mans might not aid its chances of a repeat. Makowiecki, pole winner in Pro for the past two seasons, joins from Aston and is paired with Holzer and 2013 winner Lietz. Tandy makes his first Le Mans start as a factory driver.



EBREY/LAT

» AUTOSPORT SAYS Porsche will be up there, but this year it's going to be in a three- or four-way fight.

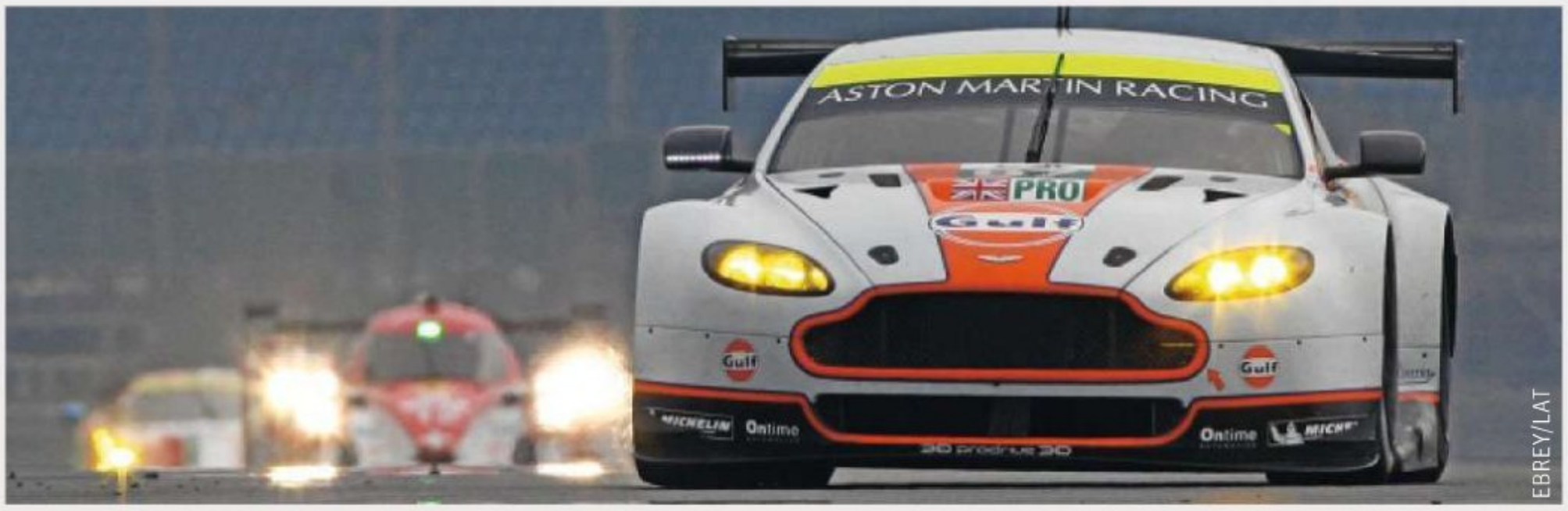
ASTON MARTIN RACING ASTON MARTIN VANTAGE GTE

MICHELIN

DRIVERS

#97 Darren **TURNER**	#99 Darryl **O'YOUNG**
Stefan **MUCKE**	Alex **MacDOWALL**
Bruno **SENNA**	Fernando **REES**

British marque claimed pole and battled with Porsche almost all the way last year and can count itself unlucky not to take class honours. How competitive the Vantage will be this time isn't clear courtesy of an increase in rideheight that's taken a toll on performance so far in the WEC, which Aston claims has not been fully reversed with a weight break. AMR has entered into a commercial tie-up with the Craft-Bamboo team on its second car, with a line-up that isn't likely to challenge on pace.



EBREY/LAT

» AUTOSPORT SAYS Suspicion is that Aston hasn't shown its hand as yet in the WEC and will be bang on the money at Le Mans.

RAM RACING FERRARI 458 ITALIA

MICHELIN

DRIVERS

#53 Johnny **MOWLEM**
Archie **HAMILTON**
Mark **PATTERSON**

Ram's GTE Am entry has also been afflicted by the team's financial shortfall, which explains Ben Collins' replacement with Le Mans sophomore Hamilton. That's unlikely to have a major effect on its chances, but running its 458 Italia in 2012 specification almost certainly will.


JAKOB EBREY

» AUTOSPORT SAYS Not the challenger for Am honours we thought it would be ahead of the start of the season.

KROHN RACING FERRARI 458 ITALIA

MICHELIN


WEBB/LAT

DRIVERS

#57 Niclas **JONSSON**
Ben **COLLINS**
Tracy **KROHN**

Krohn landed an ultra-late invitation to take part on the withdrawal of the Strakka Dome LMP2 entry. The Le Mans stalwart team accepted the challenge, though it missed the Test Day. Collins has been drafted in to share with team boss Krohn and longtime partner Jonsson.

» AUTOSPORT SAYS Late call means a repeat of its class podiums of 2007, '09 and '12 would be a longshot.

TEAM SOFREV ASP FERRARI 458 ITALIA

MICHELIN

DRIVERS

#58 Fabien **BARTHEZ**
Soheil **AYARI**
Anthony **PONS**

Jerome Policand, a 13-time Le Mans participant as a driver, finally brings his team to the 24 Hours on the back of an ELMS campaign. ASP has a superstar in its ranks – from the world of football – in Barthez, who is joined by the experienced Ayari and improving Pons.



GOODEN/DPPI

» AUTOSPORT SAYS This trio is unlikely to trouble the frontrunners in class once Ayari gets out.

JMW MOTORSPORT FERRARI 458 ITALIA

MICHELIN



DRIVERS

#66 Spencer **PUMPELLY**
Seth **NEIMAN**
Abdulaziz **AL FAISAL**

The British team is back at Le Mans for its fifth assault, on Michelin tyres as there's no GTE rubber from long-time partner Dunlop this year. There's no carry-over from its ELMS line-up – Flying Lizards boss Neiman and USC team-mate Pumpelly join Al Faisal.

» AUTOSPORT SAYS JMW, once one of the top Ferrari teams in Europe, doesn't have the drivers to challenge.

AF CORSE FERRARI 458 ITALIA

MICHELIN

The AF Ferrari squad fields a massive four-car entry – and that's not counting running the 8Star entry – in GTE Am to go with the two cars it runs in LMP2 and its pair of factory GTE Pro 458 Italias. (So that's nine cars in total.) The #61 entry, already a winner in the WEC this year, must surely be the team's best bet for honours in this class and has a line-up more or less on a par with those in the two factory Astons. The #81 entry, with Le Mans debutant Bird and Rugolo behind the wheel, must be in with a shout too.

DRIVERS

#60 Raffaele **GIAMMARIA**
Lorenzo **CASE**
Peter **MANN**

#61 Marco **CIOCI**
Luis Perez **COMPANC**
Mirko **VENTURI**

#62 Yannick **MALLEGOL**
Howard **BLANK**
Jean-Marc **BACHELIER**

#81 Michele **RUGOLO**
Steve **WYATT**
Sam **BIRD**



» AUTOSPORT SAYS AF has four Am cars, but only one, or possibly two, chances to win the class.

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IMSA PERFORMANCE MATMUT PORSCHE 911 GT3-RSR

MICHELIN



GOODEN/DPPI

DRIVERS

#67 Eric **HELARY**
Erik **MARIS**
Jean-Marc **MERLIN**

#76 Nicolas **ARMINDO**
Raymond **NARAC**
David **HALLYDAY**

This local French squad defends its GTE Am Le Mans crown with a pair of old-shape 911s. Team boss Narac and Porsche star Armindo are this year joined by race returnee Hallyday to create a line-up more than capable of doing the double and giving Imsa its third class triumph at Le Mans.

» AUTOSPORT SAYS Le Mans experience and a decent line-up must put the #76 car among the favourites.

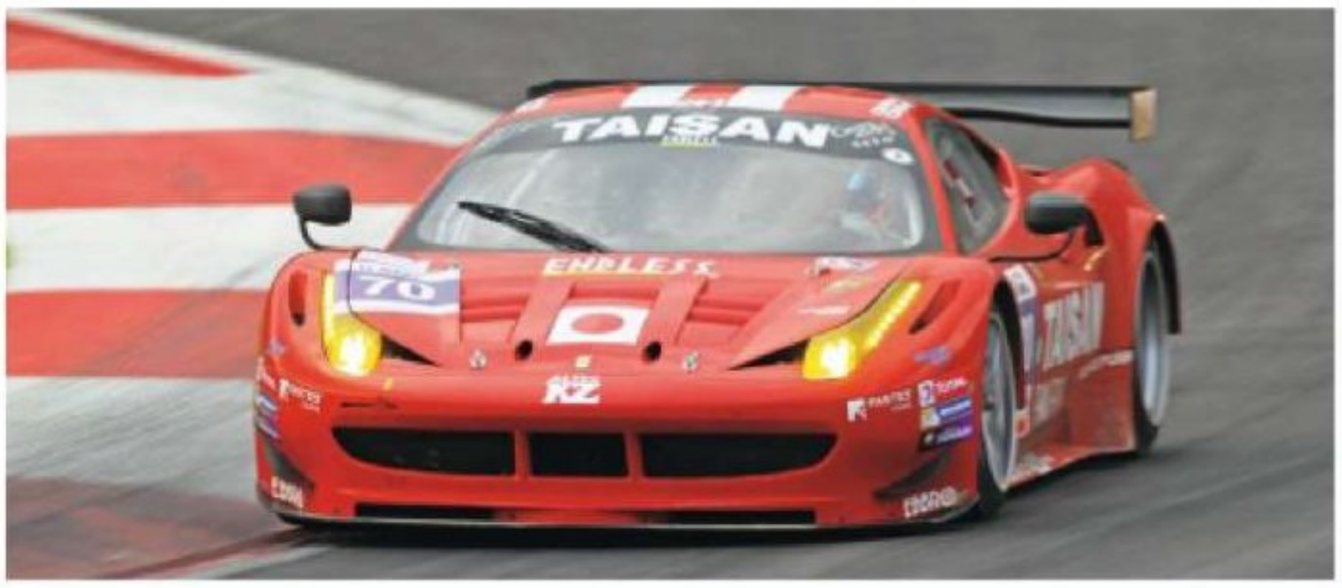
TEAM TAISAN FERRARI 458 ITALIA

MICHELIN

DRIVERS

#70 James **ROSSITER**
Pierre **EHRET**
Martin **RICH**

Longtime sportscar entrant Ricky Chiba's Taisan squad, the GT class winner on its Le Mans debut in 2000, returns to the 24 Hours after an absence of seven years, following an Asian LMS campaign in 2013. It looks serious, with Rossiter driving and Farnbacher assistance.



» AUTOSPORT SAYS The team has Le Mans form, but only in the distant past. A podium would be a big ask on its return.

SMP RACING FERRARI 458 ITALIA

MICHELIN



DRIVERS

#72 Andrea **BERTOLINI**
Viktor **SHAITAR**
Aleksey **BASOV**

Russian entrant SMP fields a Ferrari with its own French-based team, and has been loaned factory driver Bertolini for the season. Shaitar has been impressive behind the wheel of GT machinery, too. The team's ELMS form suggests it could be a challenger.

» AUTOSPORT SAYS SMP should fly the flag for the ELMS near the sharp end of the class.

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PROSPEED COMPETITION PORSCHE 911 GT3-RSR

MICHELIN

DRIVERS

#75	Emmanuel **COLLARD**
	Francois **PERRODO**
	Markus **PALTTALA**
#79	Jeroen **BLEEKEMOLEN**
	Bret **CURTIS**
	Cooper **MacNEIL**


EBREY/LAT

The team has entered two 997-shape 911s for its fifth Le Mans assault – one via the reserve list. It has its best shot at a decent result yet, with two strong GTE Am line-ups, led by Collard and Bleekemolen. The #75 car, which qualified second at Spa, is strong on paper, but has yet to post a decent result in the WEC this year.

» AUTOSPORT SAYS Experienced Palttala's replacement of injured Matthieu Vaxiviere makes for an even stronger #75.

PROTON COMPETITION/DEMPSEY PORSCHE 911 RSR

MICHELIN


GOODEN/DPPI

DRIVERS

#77	Patrick **DEMPSEY**
	Joe **FOSTER**
	Patrick **LONG**
#88	Klaus **BACHLER**
	Christian **RIED**
	Khaled **AL QUBAISI**

Le Mans stalwart Proton, winners in GT2 with the backing of the factory, fields one new 991-shape 911 under its own flag and one under the banner of US actor Dempsey. Porsche junior Bachler and full factory driver Long lead line-ups that are likely to struggle to stay with the class favourites, even if they have arguably the best car in the division.

» AUTOSPORT SAYS Expect Long and Bachler to qualify near the front, but a podium would be a result for either crew.

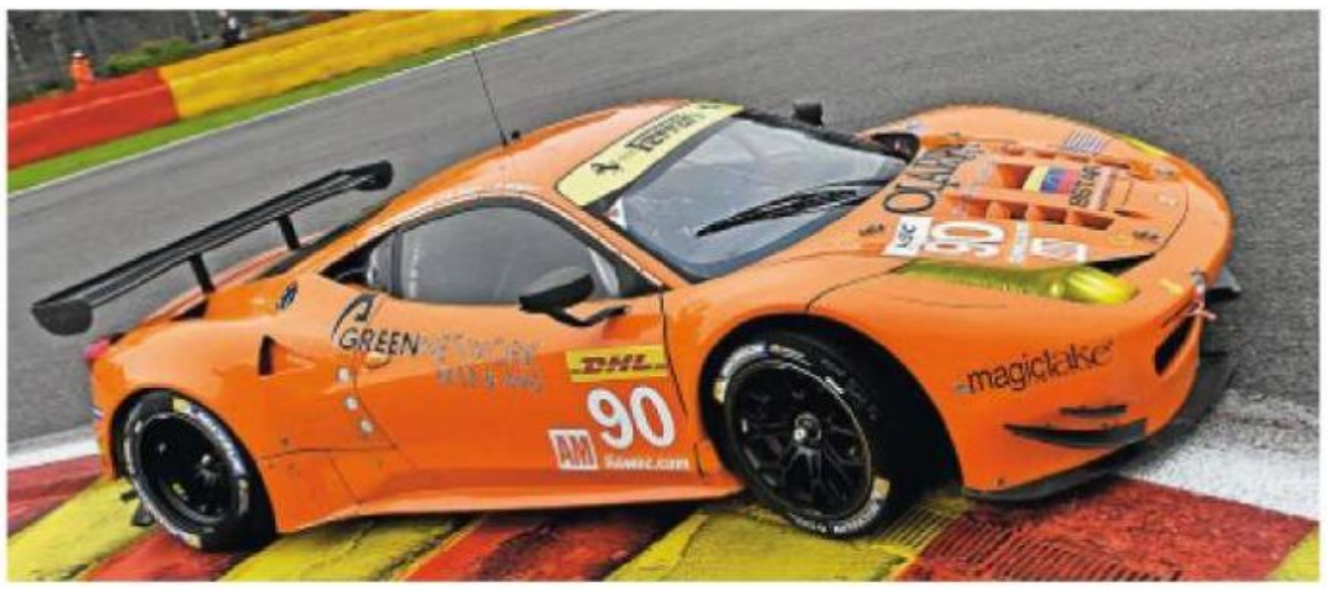
8STAR MOTORSPORTS (AF CORSE) FERRARI 458 ITALIA

MICHELIN

DRIVERS

#90	Frankie **MONTECALVO**
	Paolo **RUBERTI**
	Gianluca **RODA**

The AF-run 8Star squad, teams' champion in WEC last year, returns without team boss Enzo Potolicchio, who is seeking a green card in the US. With him, the car has been on the pace this year, even if it hasn't got any decent results yet.



» AUTOSPORT SAYS Montecalvo is a like-for-like replacement for Potolicchio, so this could be one of the strongest AF-run cars.

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MICHELIN



EBREY/LAT

DRIVERS

#95 Kristian **POULSEN**
David **HEINEMEIER HANSSON**
Nicki **THIIM**

#98 Paul **DALLA LANA**
Pedro **LAMY**
Christoffer **NYGAARD**

Aston factory team again fields a pair of 2013-spec Vantages in GTE Am for arguably the best two driver line-ups in the class. That and a BoP change ahead of the Spa WEC round must make AMR – a team that's already won once this season – clear favourite for Le Mans.

» AUTOSPORT SAYS **The Danish-crewed Vantage should have the edge on its sister car and would prove a popular winner.**



GARAGE 56

NISSAN MOTORSPORTS GLOBAL NISSAN ZEOD RC

MICHELIN

The Nissan ZEOD is only the second occupant of the notional Garage 56, the grid spot reserved for experimental machinery with green credentials, after the DeltaWing of 2012, a project that the Japanese manufacturer made a reality.

The ZEOD is even more ambitious: Nissan's target is for one fully-electric lap per stint for this hybrid racer. Like the DeltaWing before it, the project has largely been run out of RML's UK workshops, with the British organisation leading development of the car's three-cylinder lightweight turbo engine and also running the ZEOD in the race.

DRIVERS

#0 Lucas **ORDONEZ**
Satoshi **MOTOYAMA**
Wolfgang **REIP**

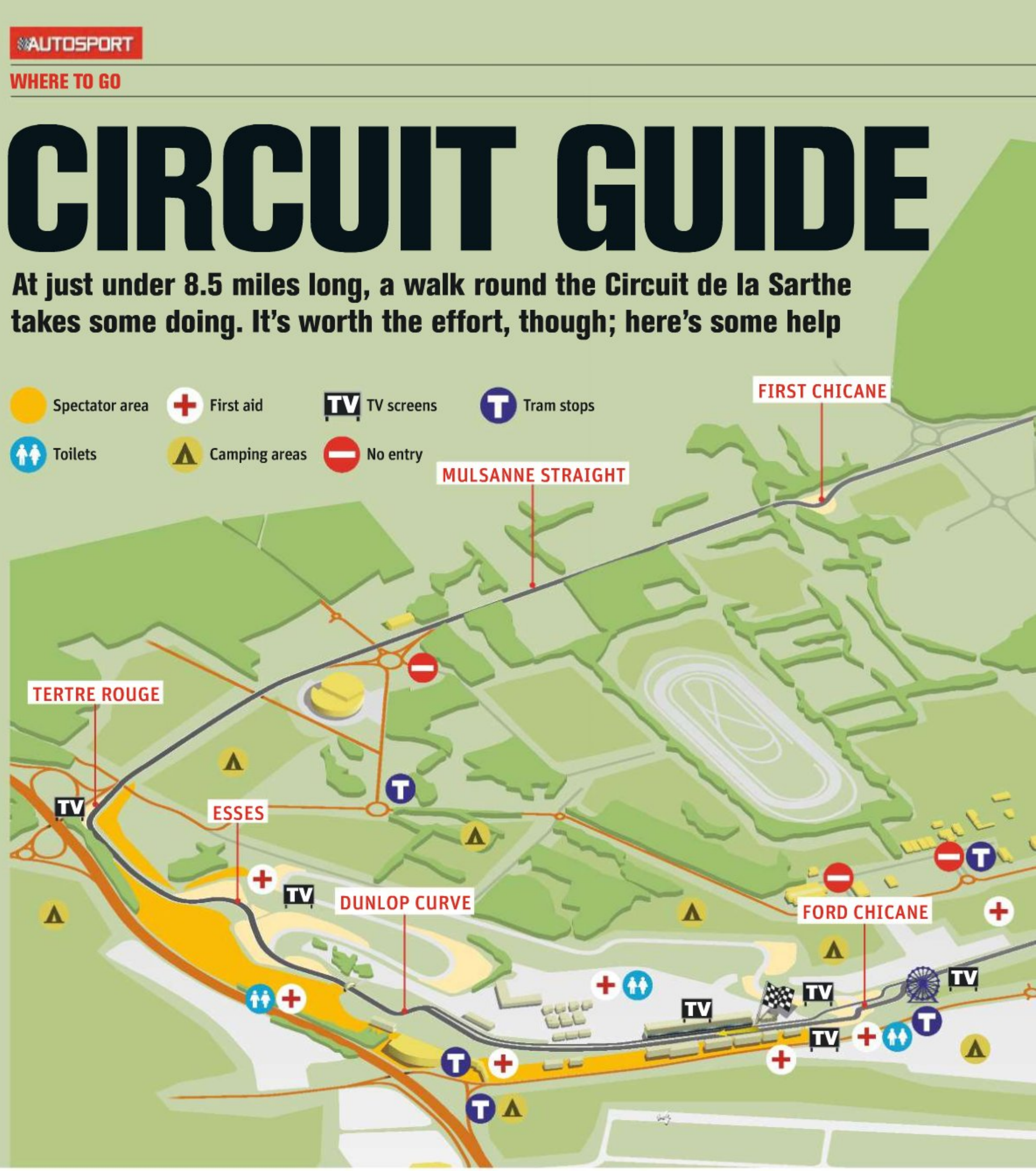
Testing has largely taken place on a proving ground rather than the racetrack, but there is a confidence within Nissan that the ZEOD will hit its targets.

Nissan GT Academy gamers-turned-racers Ordonez and Reip join Motoyama, whose heroic efforts to get the DeltaWing back to the pits two years ago made him a YouTube sensation.

» AUTOSPORT SAYS **ZEOD runs outside the overall classification and the tech this car employs means a reliable run is unlikely.**

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SOMEWHERE TO DRINK

AUTOSPORT L'Arlequin Bar, Avenue Nationale, Arnage (at the main roundabout). Food and drink served throughout the day. Call +33 (0) 2 43 21 10 29.

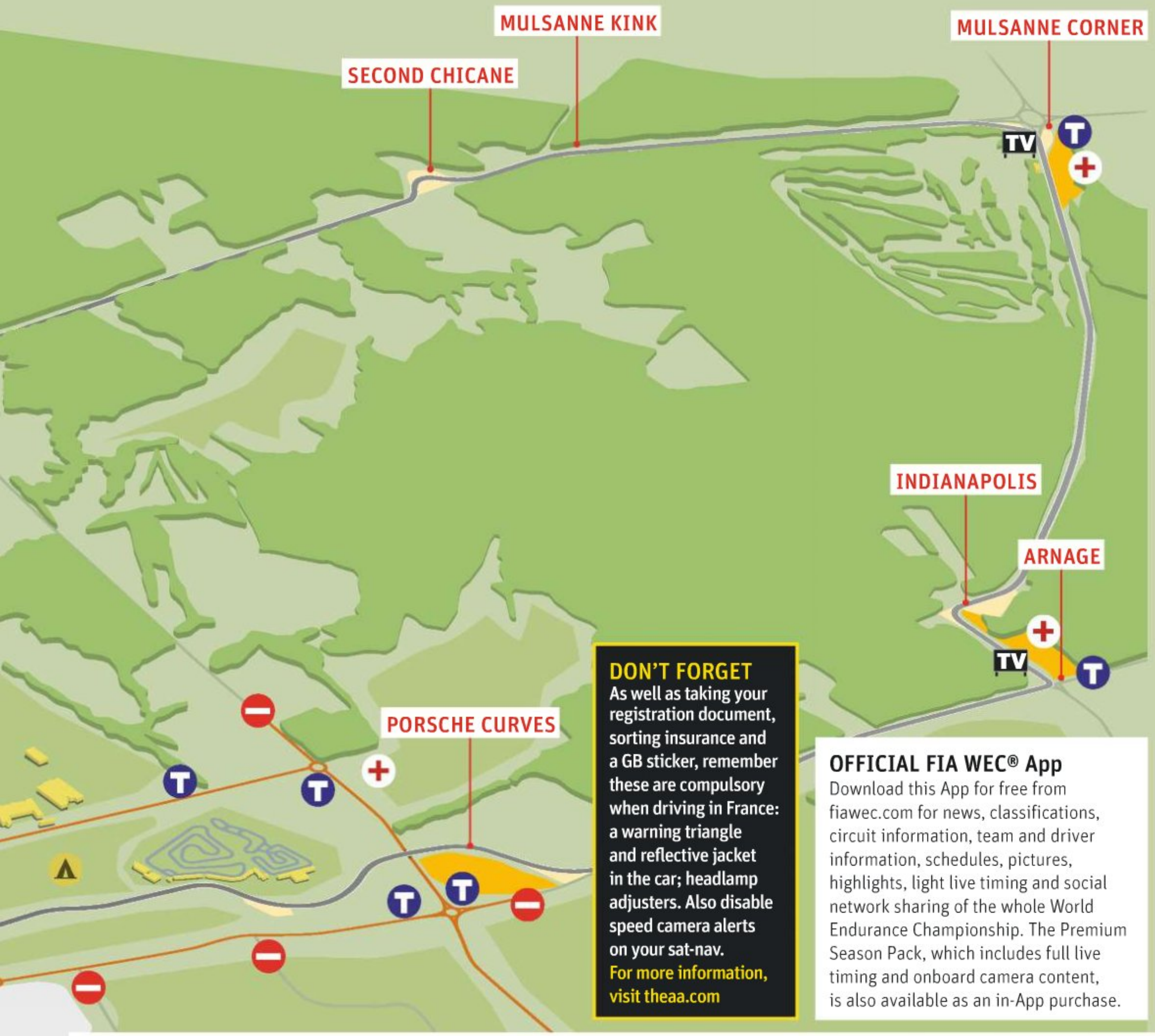
WATCH THE DRIVERS' PARADE

AUTOSPORT will be giving out goodies at the parade in Le Mans town on Friday afternoon/evening.



KALISZ/LAT

And don't miss the Classic British Welcome, Saint Saturnin, that day too – click on www.classicbw.org for details.



DON'T FORGET
As well as taking your registration document, sorting insurance and a GB sticker, remember these are compulsory when driving in France: a warning triangle and reflective jacket in the car; headlamp adjusters. Also disable speed camera alerts on your sat-nav.
For more information, visit theaa.com

OFFICIAL FIA WEC® App
Download this App for free from fiawec.com for news, classifications, circuit information, team and driver information, schedules, pictures, highlights, light live timing and social network sharing of the whole World Endurance Championship. The Premium Season Pack, which includes full live timing and onboard camera content, is also available as an in-App purchase.

TIMETABLE OF EVENTS

SUNDAY JUNE 8
1430-1900 Scrutineering (Place de la Republique)

MONDAY JUNE 9
1000-1800 Scrutineering (Place de la Republique)

WEDNESDAY JUNE 11
1600-2000 Free practice
2200-0000 Qualifying

THURSDAY JUNE 12
1900-2100 Qualifying
2200-0000 Qualifying

FRIDAY JUNE 13
1000-2000
Pitlane walkabout
1730-1930
Drivers' parade (city centre)

SATURDAY JUNE 14
0900-0945 Warm-up
1005-1050 Group C
1115-1200 Carrera Cup
1500 82nd Le Mans 24 Hours

FOLLOWING THE LE MANS 24 HOURS
Radio Le Mans 91.2FM
www.autosport.com
www.lemans.org
www.radiolemans.com
www.lemanslive.com

GETTING THERE
www.eurotunnel.com/uk/tickets
Tel 08443 353535
+33 (0) 8 10 63 03 04
www.poferries.com
Tel 08716 642121
www.ferrybooker.com
Tel 0844 3718021
www.selectmotorracing.com/Le_Mans/info_lemans.htm
www.motorracinginternational.uk.com
www.grandstandmotorsports.co.uk

TICKETS
www.lemans.org/en/tickets.html
Tel +33 (0) 8 92 69 72 24

BREAKDOWN COVER
www.theaa.com/breakdown-cover/european-breakdown-cover.jsp

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Radio Taxi du Mans
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Taxis Stations Gare
Tel +33 (0) 2 43 24 99 99
Le Mans Taxi Radio
Tel +33 (0) 2 43 82 07 07

ENTRY LIST

No	DRIVERS	TEAM	CAR
LMP1			
1	Lucas di Grassi (BR) Loic Duval (F) Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 e-tron quattro
2	Marcel Fassler (CH) Andre Lotterer (D) Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro
3	Filipe Albuquerque (P) Marco Bonanomi (I) Oliver Jarvis (GB)	Audi Sport Team Joest	Audi R18 e-tron quattro
7	Alexander Wurz (A) Stephane Sarrazin (F) Kazuki Nakajima (J)	Toyota Racing	Toyota TS040 HYBRID
8	Anthony Davidson (GB) Nicolas Lapierre (F) Sebastien Buemi (CH)	Toyota Racing	Toyota TS040 HYBRID
12	Nicolas Prost (F) Nick Heidfeld (D) Mathias Beche (CH)	Rebellion Racing	Rebellion-Toyota R-One
13	Dominik Kraihamer (A) Andrea Belicchi (I) Fabio Leimer (CH)	Rebellion Racing	Rebellion-Toyota R-One
14	Romain Dumas (F) Neel Jani (CH) Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid
20	Timo Bernhard (D) Mark Webber (AUS) Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid
LMP2			
22	Fabien Giroix (F) John Martin (AUS) Oliver Turvey (GB)	Millennium Racing (Delta-ADR)	ORECA-Nissan 03R
24	Rene Rast (D) Jan Charouz (CZ) Vincent Capillaire (F)	Sebastien Loeb Racing	ORECA-Nissan 03R
26	Roman Rusinov (RUS) Olivier Pla (F) Julien Canal (F)	G-Drive Racing (OAK)	Morgan-Nissan LMP2
27	Sergey Zlobin (RUS) Mika Salo (FIN) Anton Ladygin (RUS)	SMP Racing (AF)	ORECA-Nissan 03R
29	Julien Schell (F) Niki Leutwiler (CH) Stephane Raffin (F)	Pegasus Racing	Morgan-Nissan LMP2
33	David Cheng (USA/PRC) Ho-Pin Tung (NL/PRC) Adderly Fong (PRC)	OAK Racing-Team Asia	Ligier-HPD JSP2
34	Michel Frey (CH) Franck Mailleux (F) Jon Lancaster (GB)	Race Perfornance	ORECA-Judd/BMW 03R
35	Alex Brundle (GB) Jann Mardenborough (GB) Mark Shulzhitskiy (RUS)	OAK Racing	Ligier-Nissan JSP2
36	Paul-Loup Chatin (F) Nelson Panciatici (F) Oliver Webb (GB)	Signatech Alpine	ORECA-Nissan 03R
37	Kirill Ladygin (RUS) Nicolas Minassian (F) Maurizio Mediani (I)	SMP Racing (AF)	ORECA-Nissan 03R
38	Simon Dolan (GB) Harry Tincknell (GB) Marc Gene (E)	Jota Sport	Zytek-Nissan Z11SN
41	Tom Kimber-Smith (GB) Chris Dyson (USA) Matthew McMurry (USA)	Greaves Motorsport	Zytek-Nissan Z11SN
42	Michael Munemann (GB) Alessandro Latif (GB) James Winslow (GB)	Caterham Racing (Greaves)	Zytek-Nissan Z11SN
43	Christian Klien (A) Gary Hirsch (CH) Romain Brandela (F)	Newblood by Morand Racing	Morgan-Judd/BMW LMP2
46	Pierre Thiriet (F) Ludovic Badey (F) Tristan Gommendy (F)	Thiriet by TDS Racing	Ligier-Nissan JSP2
47	Matt Howson (GB) Richard Bradley (GB) Alexandre Imperatori (CH)	KCMG	ORECA-Nissan 03R
48	Nathanael Berthon (F) Rodolfo Gonzalez (YV) Karun Chandhok (IND)	Murphy Prototypes	ORECA-Nissan 03R
50	Pierre Ragues (F) Ricky Taylor (USA) Keiko Ihara (J)	Larbre Competition	Morgan-Judd/BMW LMP2
GTE PRO			
51	Gianmaria Bruni (I) Toni Vilander (FIN) Giancarlo Fisichella (I)	AF Corse	Ferrari 458 Italia
52	Matt Griffin (IRL) Alvaro Parente (P) Federico Leo (I)	Ram Racing	Ferrari 458 Italia
71	Davide Rigon (I) James Calado (GB) Olivier Beretta (MC)	AF Corse	Ferrari 458 Italia
73	Jan Magnussen (DK) Antonio Garcia (E) Jordan Taylor (USA)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R
74	Oliver Gavin (GB) Tommy Milner (USA) Richard Westbrook (GB)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C7.R
91	Patrick Pilet (F) Jorg Bergmeister (D) Nick Tandy (GB)	Porsche Team Manthey	Porsche 911 RSR
92	Marco Holzer (D) Frederic Makowiecki (F) Richard Lietz (A)	Porsche Team Manthey	Porsche 911 RSR
97	Darren Turner (GB) Stefan Mucke (D) Bruno Senna (BR)	Aston Martin Racing	Aston Martin Vantage GTE
99	Alex MacDowall (GB) Darryl O'Young (PRC) Fernando Rees (BR)	Aston Martin Racing	Aston Martin Vantage GTE
GTE AM			
53	Johnny Mowlem (GB) Mark Patterson (USA) Archie Hamilton (GB)	Ram Racing	Ferrari 458 Italia
57	Tracy Krohn (USA) Niclas Jonsson (S) Ben Collins (GB)	Krohn Racing	Ferrari 458 Italia
58	Fabien Barthez (F) Anthony Pons (F) Soheil Ayari (F)	Team SOFREV ASP	Ferrari 458 Italia
60	Peter Mann (USA) Lorenzo Case (I) Raffaele Giammaria (I)	AF Corse	Ferrari 458 Italia
61	Luis Perez Companc (RA) Marco Cioci (I) Mirko Venturi (I)	AF Corse	Ferrari 458 Italia
62	Yannick Mallegol (F) Jean-Marc Bachelier (F) Howard Blank (USA)	AF Corse	Ferrari 458 Italia
66	Abdulaziz Al Faisal (SA) Seth Neiman (USA) Spencer Pumpelly (USA)	JMW Motorsport	Ferrari 458 Italia
67	Erik Maris (F) Jean-Marc Merlin (F) Eric Helary (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR
70	James Rossiter (GB) Pierre Ehret (D) Martin Rich (GB)	Team Taisan	Ferrari 458 Italia
72	Andrea Bertolini (I) Viktor Shaitar (RUS) Aleksey Basov (RUS)	SMP Racing	Ferrari 458 Italia
75	Francois Perrodo (F) Emmanuel Collard (F) Markus Palttala (FIN)	ProSpeed Competition	Porsche 911 GT3-RSR
76	Raymond Narac (F) Nicolas Armindo (F) David Hallyday (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR
77	Patrick Dempsey (USA) Joe Foster (USA) Patrick Long (USA)	Dempsey Racing-Proton	Porsche 911 RSR
79	Cooper MacNeil (USA) Bret Curtis (USA) Jeroen Bleekemolen (NL)	ProSpeed Competition	Porsche 911 GT3-RSR
81	Steve Wyatt (AUS) Michele Rugolo (I) Sam Bird (GB)	AF Corse	Ferrari 458 Italia
88	Christian Ried (D) Klaus Bachler (A) Khaled Al Qubaisi (UAE)	Proton Competition	Porsche 911 RSR
90	Frankie Montecalvo (USA) Gianluca Roda (I) Paolo Ruberti (I)	8 Star Motorsports (AF)	Ferrari 458 Italia
95	Kristian Poulsen (DK) David Heinemeier Hansson (DK) Nicki Thiim (DK)	Aston Martin Racing	Aston Martin Vantage GTE
98	Paul dalla Lana (CDN) Pedro Lamy (P) Christoffer Nygaard (DK)	Aston Martin Racing	Aston Martin Vantage GTE
GARAGE 56			
0	Lucas Ordonez (E) Wolfgang Reip (B) Satoshi Motoyama (J)	Nissan Motorsports Global	Nissan ZEOD RC

JOIN US FOR A SPECIAL DAY TO REMEMBER



On July 1 2014 I would be delighted if you would join me and my friends at Mercedes-Benz World, on the historic Brooklands site in Weybridge, Surrey, for a memorable experience, both on and off-track!

Please help me celebrate my double anniversary year, and support HSF by entering a team of four to compete in the HSF Team Karting Challenge, alongside fellow corporates and stars of motor sport, past and present.

And for those of you not competing, you are welcome to join my friends and I for the post-race G.H. Mumm Champagne evening reception, prize-giving and auction.

In the first 12 months of the new HSF-supported service, Kent, Surrey and Sussex Air Ambulance have performed 69 emergency blood transfusions. Please help HSF to save more lives, improve quality of life for people with injuries and inspire young people to fulfil their potential.

It will be a super event and I would be thrilled if you could join us.

With very best wishes,
John Surtees OBE

What is the HSF Team Karting Challenge and Champagne Reception?
Now in its third year, this special event is established as a firm favourite on both the corporate and motor sport calendar, bringing together many motor sport celebrities in British Grand Prix week.

The karting itself is a challenging two-hour endurance race in which you will be driving Daytona's high-performance DMax karts. Some experience would be useful, but is not essential as the detailed brief and practice on the day will teach you all you need to know.

It is 50 years since John Surtees OBE secured his Formula 1 World Championship. The Barber Museum and race track in Birmingham, Alabama, is home to a collection of cars and motorcycles associated with John's life, including his title-winning Ferrari 158. The owner, George Barber, has made this car available to John for the season, with the challenge to raise £50,000 for HSF – a sum he has promised to match.

In celebration of John's remarkable racing career on two wheels and four, the Ferrari 158 will lead a spectacular on-track car display during the racing programme.

As the sun sets over the track, you will step out of your race suit and into the superb, state-of-the-art venue, where you will be able to explore fascinating exhibitions, get up close to legendary Mercedes-Benz vehicles and enjoy a champagne and canapé reception.

Steve Rider and Henry Hope-Frost will host the evening, interview John's special guests and the day's track stars, award the prestigious 'H' trophies and present a glittering auction, hosted by Bonhams.

G.H. Mumm Champagne will, once again, be poured by generous arrangement with the House and Bernie Ecclestone.

HOW TO GET INVOLVED



- *Enter a team or teams to compete in the 2014 HSF Team Karting Challenge*
- *For non-competitors, purchase individual tickets for the evening G.H. Mumm Champagne and canapé reception*
- *Share this invitation with your family, friends and business contacts.*

To enter a team of four costs £1000 (including four tickets to the G.H. Mumm Champagne and canapé reception). In addition, we ask you to confirm that your team will secure a minimum of £500 in sponsorship or make a minimum donation of £500. For non-karters, to attend the evening G.H. Mumm Champagne and canapé reception costs £65 per person. Please email ***info@henrysurteesfoundation.com*** *to secure your place on the grid, or to reserve individual tickets for non-karters to attend the evening G.H. Mumm Champagne and canapé reception. Numbers are strictly limited, and will be allocated on a first-come, first-served basis.*



Henry Surtees Foundation
Registered Charity Number: 1137388
www.henrysurteesfoundation.com

SHE'S A LOOKER

FASTER, SAFER, LIGHTER AND SEXIER: MEET THE NEW DALLARA IL-15

INDY LIGHTS® PRESENTED BY COOPER TIRES



- State-of-the-art carbon composite chassis constructed to the very latest FIA and INDYCAR safety standards
- 2.0-liter turbocharged AER engine producing 450 horsepower capable of reaching speeds of 200 mph
- 50-horsepower "push-to-pass" feature
- Six-speed, paddle-shift transmission, "drive-by-wire" throttle control, advanced engine management electronics and more

The distinctive and innovative Dallara IL-15 chassis will form the backbone of the rejuvenated Indy Lights Presented by Cooper Tires, the final step on the Mazda Road to Indy — an unparalleled driver development program providing scholarships for drivers to advance from the Cooper Tires USF2000 Championship Powered by Mazda to the Pro Mazda Championship Presented by Cooper Tires to Indy Lights and, ultimately, the Verizon IndyCar Series and Indianapolis 500.

"Dallara has crafted a state-of-the-art race car with the latest technology and safety enhancements which will provide the necessary training as we develop the next crop of Verizon IndyCar Series drivers."

–Dan Andersen, Owner/CEO of Andersen Promotions

The 2015 Indy Lights Presented by Cooper Tires champion will be guaranteed a three-race program in the 2016 Verizon IndyCar Series, including an entry in the 100th Running of the Indianapolis 500.

The Indy Lights program offers unrivaled opportunities for young drivers with track time, training, prize money and scholarships. All high-profile events are held in conjunction with the Verizon IndyCar Series with full NBC Sports Network and ESPN International coverage in addition to the newly-launched RoadToIndy.TV.



andersen PROMOTIONS

mazda road to INDY

FOR MORE INFO | info@roadtoindy.net www.indylights.com